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HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½d.



Local Branch, Pedder Bldg. Tel. 24554.

No. 27,820

HONG KONG, THURSDAY, JUNE 11, 1931.

PRICE \$3.00 Per Month.

H.M.S. POSEIDON SINKS IN TWO MINUTES

HOLED ON STARBOARD SIDE

U.S. SALVAGE VESSEL DESPATCHED TO THE SCENE.

VALUABLE ESCAPE APPARATUS

Further details of the sinking of H.M. submarine Poseidon off Wei-hai-wei on Tuesday, when she was rammed by the Chinese steamer Yuta, are now available through the medium of an official Naval Wireless message issued this morning.

The text of the message is as follows:—

H.M.S. Poseidon was sunk whilst operating on the surface in full buoyancy. Poseidon was on starboard bow of Yuta, and turning to port with Yuta on her starboard bow, when Yuta ported her helm and hit Poseidon at right angles. The speed of Yuta was about ten knots. The Captain of Yuta states that he arrived on the bridge and went full speed astern 15 seconds before the collision.

The Poseidon was holed on the starboard side, and sank by the bows in about two minutes. The majority of the survivors were able to escape by the conning tower hatch.

The Commander-in-Chief, Asiatic Fleet (U.S. Navy) has directed U.S.S. Pigeon, a submarine salvage vessel, to proceed immediately from Tsingtao to Wei-hai-wei to assist in salvage operations.

ERROR BY YUTA'S CAPTAIN

Messages from Reuter, stating that H.M.S. Poseidon is in communication with eight of the submerged crew, and hopes to rescue them, and that a Japanese salvage tug was operating on Poseidon, and expected to raise her in twenty-four hours, are not as yet officially confirmed.

How Men Were Saved. In connection with the actual rescue, it should be stated that the five officers and 26 ratings were picked up by the Yuta. Six men escaped by use of the Davis apparatus, of whom two subsequently died. This makes up the total of 30 surviving ratings. It is understood that one of

S. McInnes, Tel.
E. W. Carter, Ldg. Sea.
S. Smith, Tel.
W. F. Cook, Ldg. Signalman.
T. Morris, A.B.
J. E. Halsall, A.B.
R. T. Clarke, Ldg. Sen.
V. Nagle, A.B.
H. Carter, Ldg. Tel.
C. B. Yetman, A.B.
A. Higginbottom, Sig.
A. W. Pepperell, Ldg. Cook.
V. J. S. Rawlings, Stoker.
H. J. Noah, Stoker.
A. J. Dunford, Ldg. Stoker.
E. G. Holt, A.B.
Chinese.
A He Hai, G.S.2.

Captain Confused?

A Reuter message from Wei-hai-wei yesterday refers to the Japanese captain of s.s. Yuta steering in the wrong direction through becoming confused. However, it also states that the Poseidon "came to the surface," whilst the official message makes it quite clear that the submarine was "operating on the surface."

It seems quite obvious, however, that the Captain of the Yuta was in error in porting his helm, which precipitated the collision.

H.M.S. Hermes reported last night that divers had connected with the Poseidon, and were investigating her condition, but the weather was hampering operations.

Up to the moment no further news of the rescue work is available.

Statement in Commons. A British Wireless message says that the First Lord of the Admiralty, Mr. A. V. Alexander, made a statement in the House of Commons on the disaster to the British submarine Poseidon, which was rammed and sunk by the Chinese vessel Yuta yesterday 10 miles north of Wei-hai-wei. He said that the submarine was on the surface at the time of the collision. The Commander-in-Chief in China, who had proceeded to Wei-hai-wei, reported that the total number now saved and alive was five officers and 30 men. Two more ratings who came to the surface had died and 18 ratings were missing.

The wreck had been located and efforts were being made to day to raise the submarine. The submarine depot ship Medway and H.M.S. Hermes and Cumberland and other naval units were on the spot.

Escape of Six Ratings. All survivors were picked up by the Yuta shortly after the collision with the exception of six ratings who escaped from the wreck by means of the Davis Submarine Escape Apparatus between two and four hours later, and were rescued by boats from British warships. Of these, it was reported that two subsequently died and one was in a critical condition. These men were in the fire compartment of the submarine when she sank. He was sure that all members of the House of Commons would wish to associate themselves with

PRIME MINISTER IS RETICENT.

Result of Parley with German Ministers.

DEBATE NOT HELPFUL.

Rugby, Yesterday. Answering questions in Parliament regarding the Chequers discussion with the German Ministers, the Prime Minister said that as regarded the scope of the discussions he could not add anything to the communiqué. As had always been intended, the discussions took the form of a general exchange of views and no conclusions.

He added that conclusions were reached other than those set forth in the communiqué. He also added that the German Chancellor had invited him and the Foreign Secretary to pay a return visit to Berlin. The Government had had great pleasure in accepting the invitation but no date had yet been fixed.

In reply to a supplementary question Mr. MacDonald said that he did not think a debate on the present position in relation to Reparations and inter-Allied debts would be helpful.—British Wireless Service.

BOUQUET OF ROSES FETCHES £1,000.

Annual Alexandra Rose Day Appeal.

KING BUYS A FLOWER.

Rugby, Yesterday. The annual Alexandra Rose Day appeal for the hospitals was held to-day and it is hoped that by the sales of artificial roses and street collections \$60,000 will be raised. The record for Rose Day is \$68,000. A bouquet of roses sent by the Queen from Windsor Castle was sold in separate blooms at Christie's and realised £1,000.

The King's carriage was stopped by a rose-seller when His Majesty was on his way to Rotten Row for a morning ride and the King purchased a flower.—British Wireless Service.

the message of heartfelt sympathy which the Admiralty had sent to the bereaved relatives.

Holed on Starboard. Latest advice received by the Admiralty stated that the Poseidon was sunk in collision whilst operating on the surface in full buoyancy. The vessel was holed on the starboard, forward of the conning tower, and sunk by the bow in about two minutes. The majority of the crew were able to escape by the conning tower hatch. Divers are now working in from 115 to 120 feet. Further details have been called for.

London's Invention. The new submarine escape apparatus referred to is the invention of a London man, Mr. R. J. Davis. In appearance it resembles a lifebelt with a gas mask attached. It is 12 months since the apparatus was first served out as part of the equipment of submarine crews. Each man in the Service is thoroughly and fully trained in its use.

This is the first time that disaster has befallen a submarine equipped with this apparatus. The breathing bag, to which a small cylinder of compressed oxygen is attached, is strapped on the chest and acts as a life-buoy.

Reuter's Version. Chefoo, Yesterday. A message from Wei-hai-wei states that a Japanese salvage tug is operating and expects to raise the Poseidon within twenty-four hours.

Besides the ratings mentioned, two Chinese are reported to be embarked. Shanghai, Yesterday. It is possible that the submarine salvage vessel Pigeon, which is attached to the American Asiatic Squadron, may be requested to assist in salvaging the Poseidon.

The Pigeon is at present at Tsingtao. She carries equipment for deep sea diving and also a number of expert divers.—Reuter

SCHEME TO RECOVER SILK TRADE.

To Launch Offensive in Far East.

NOMINAL PROFIT MARGINS.

London, Yesterday. An ambitious scheme by the British artificial silk trade for an offensive in the Far East to be launched by Courtauld in conjunction with the Bradford Dyers' Association and an influential group of Lancashire textile manufacturers is revealed by the New Chronicle. The main object is to concentrate certain types of fabric, cut the costs of all stages of production, and ship goods at nominal profit margins.—Reuter.

LARCENY OF BOOK MATERIALS.

Position of Trust Said to Have Been Betrayed.

HEARING ADJOURNED.

Wong King-ning, a salesman, and Lai Kam, a shop faki, appeared before Mr. Schofield in the Central Police Court this morning, charged with the larceny of a quantity of bookbinding and printing materials, the property of Siu Cheuk.

CLOUDY.

To-day's weather report from the Royal Observatory states: A moderate anti-cyclone is central to the N.E. of Japan. A typhoon has formed about 200 miles N.E. of Formosa. It appears to be moving E.N.E. Forecast:—N. W. to W. winds; moderate; cloudy.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day, 0.22 inch. Total since January 1—27.70 inches against an average of 28.92 inches—deficit 1.22 inch. Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—
Hong Kong 80
Macao 79
Pratas Island 81
Fochow 74
Manila 81
Chefoo 58
Shanghai 68

nam, of 129 Bonham Strand East. First accused was further charged with the embezzlement of sums of money totalling \$72.69. Mr. E. S. C. Brooks appeared for the prosecution, whilst both accused were represented by Mr. M. A. da Silva, who asked his Worship to consider the question of bail. Mr. Brooks remarked that he had been instructed to oppose bail, as the accused was in a position of trust.

No Objection To Bail. Replying to Mr. Schofield, Mr. Brooks said that all they could say at the present moment was that there was a possibility that more money had been taken. His client had been away for some time and only discovered the defalcations on his return. He had no objection to bail in the sum of \$2,000 each. The Magistrate, fixed hearing of the case for Tuesday next at 2.30 p.m.

CYCLE NUISANCE.

RIDING IN A NEGLIGENT MANNER.

In charging a Chinese youth before Mr. Schofield this morning with having ridden his bicycle in a negligent manner in Johnston Road, Wanchai, Inspector J. McCalland said that defendant "was with a party of four other cyclists, and they were all cycling round a bicycle which was on its stand in the middle of the road at about 1.20 o'clock in the morning. There was much traffic and a car had to swerve sharply to the right to avoid a collision with one of the cyclists. He was only able to catch the defendant."

"Over and above that," said the Inspector, "there have been quite a lot of complaints about these cyclists ringing bells and creating noises. As a matter of fact, just the other day a complaint was made by the Rev. G. T. Walbridge, of the Seamen's Institute. A fine of \$5 was imposed."

PLAN TO REGULATE RUBBER OUTPUT.

Prospects of Regulation Brighter.

QUOTA SCHEME.

Amsterdam, Yesterday. The prospects of the regulation of rubber production being reached within a measurable time are better than was generally anticipated, according to the newspaper Handelsblad, which says that the intention to close the smaller factories was abandoned owing to the great opposition to the proposal, but the so-called quota scheme appears to have a good chance of being carried through. The Handelsblad says that the plan is founded on the principle that native production in respect of export does not exceed 90,000 tons of dry rubber yearly, while the production of the factories will be restricted to 75 per cent. of the production in 1929.

Measures will be taken to prevent an accumulation of stocks in factories. The newspaper points out that the present basis of this would not mean restriction for native producers. It says that if the Dutch Government is prepared to carry out the plan producers will get into touch with the Rubber Growers' Association and co-operation with British producers may be expected.—Reuter.

FIRE SEQUEL.

SANITARY COOLIE STEALS GOLD EARRING.

UNSUCCESSFUL PLEA.

An amended charge of the unlawful possession of a gold earring and four ten cent pieces, thought to have been taken from a body in the Staunton Street fire tragedy, was brought against a Sanitary Department coolie, who appeared before Mr. Williams this morning. Accused's plea was that he picked the articles up in the debris and had intended to return them to the Inspector-in-charge. It was stated that accused joined the Department on September 1, 1925, and had been fined \$5 on one occasion for neglect of duty. Sentence of ten weeks' hard labour was passed.

A WILD BIRD.

CHICKEN THIEF HAD WRONG NOTION.

Charged with the theft of a chicken from a hut on the hillside at Tai Hang, a Chinese, on appearance before Mr. W. Schofield this morning, remarked that he picked it up. Mr. Schofield: "You thought it was a wild bird?" Defendant: Yes. Sub-Inspector Rogers said that the defendant was caught just leaving the hut with the chicken hidden in his jacket. Three previous convictions against the defendant were admitted, and the Magistrate passed sentence of four months' hard labour.

GRADES OF WORK.

A DIFFERENT KIND IN PRISON.

"I came back to find work," was the excuse of a banishes, who was deported from the Colony 17 days ago for 10 years, when charged before Mr. Schofield in the Central Police Court this morning. "You will find work all right in prison," remarked the Magistrate, in passing sentence of nine months' hard labour.

SAILORS' AND SOLDIERS' HOME.

The Committee of the Sailors' and Soldiers' Home gratefully acknowledges the receipt of the following donations forwarded in response to the recent appeal for funds:—
Previously acknowledged \$690.00
Hon. Mr. R. H. Kotewall, C.M.G. 10.00
G. G. N. Tinson, M.C. 25.00
"Trader Horn" 2.50
Miss Girling 10.00
F. Lohel 20.00
\$777.50
Further donations are earnestly solicited.

BUSINESS THOUGHTS IN A CAR.

Quaint Suggestions by a Solicitor.

FIRM "SECOND TO NONE."

A suggestion that a business man with heavy responsibilities would not look at the roadway when driving to office in a car in the morning, but would have his mind occupied with thoughts for the day, was put forward by Mr. F. H. Loseby in the Central Magistrate's court this morning, when he appeared to defend a Chinese student, Au Tse-ming, who was summoned before Mr. W. Schofield for having driven his car in a negligent manner in Stubbs Road. The principal witness for the prosecution was Mr. G. F. Haslam, Divisional Manager of the Imperial Chemical Industries (China), Ltd. Mr. Loseby tendered a plea of not guilty.

Cut in on Two Cars. Outlining the case, "Traffic-In-spector C. E. Alexander said that at about 8.30 a.m. on May 6, a car was driven by defendant up Stubbs Road. Coming from the opposite direction were two cars, one of which could not be located after the incident. Mr. Haslam was in the second car, which was driven by an Indian chauffeur. Defendant overtook a lorry in front of him, round a bend near "Huntington," and cut in across the two cars, which had to pull up immediately in order to prevent a smash.

Mr. Haslam gave corroborative evidence, in the course of which he stated that he could not see the number of defendant's car until it cut out behind the lorry. He did not remember the number of the car in front, nor did he remember if the incident happened on a bend or not.

Replying to Mr. Loseby, Mr. Haslam said that it all happened so quickly that he saw everything. Mr. Loseby: And then you woke up?

Mr. Loseby: Your firm is second to none, is it not?

Mr. Haslam: That is a very difficult question.

Mr. Loseby: If I say that your firm is second to none, will you agree with me?—If you like to say so, all right.

Mr. Loseby: Do you remember what your thoughts were on that morning?—I don't remember what my thoughts are in the car each morning.

State of His Mind. Mr. Loseby: I want to get at the state of your mind at the time of the incident—I don't see what that has to do with the state of my business!

Replying further, Mr. Haslam said that his primary business was to get the number of defendant's car, and having got that he was satisfied with himself.

Mr. Loseby: Are you quite sure that the vehicle in front of the defendant's car was a lorry?—Might have been a bus, but I don't think so. Anyway, it was a big vehicle.

Austin Car Very Noticeable. Arising out of a remark made by Mr. Haslam, Mr. Loseby said: Do you really think, Mr. Haslam, that an Austin car full of Chinese boys is more noticeable than a big bus?—Yes, I think so.

Mr. Loseby: Perhaps the Austin irritates you?—No, I have an Austin myself.

Producing a letter that Mr. Haslam wrote to the Police Department regarding the incident, Mr. Loseby read the closing paragraph which stated: "These boys are not fit to hold licences." Mr. Loseby suggested to witness that in that statement Mr. Haslam had suggested to the Traffic Department to suspend their driving licences. Mr. Haslam disagreed, and went on to say that he thought it was time that they should be taken up for negligent driving. It was not his object to get the licence taken away from the defendant.

The hearing will be continued this afternoon.

PLANE CRASHES.

ONE JAPANESE OFFICER KILLED.

Kobe, Yesterday. After their manoeuvres last night one of the naval planes was missing. It was found later to have crashed in the hills at Toda Bay, Shikoku Island. One officer was found dead and another seriously injured.—Reuter.

FIRST PARCEL AIR MAIL HOME.

Five Days From India to Britain.

SAVING A FORTNIGHT.

Rugby, Yesterday. The first parcel air-mail from India to Britain will leave Karachi on the Imperial Airways Service to-morrow and is due in London on June 16. Although the Indian air mail has been in operation for three years the service has hitherto been for passengers, letters and freight only. By the new service parcels will occupy five days in transit as against 19 days by the fastest surface transport.—British Wireless Service.

DIVORCED QUEEN TO LIVE IN EXILE.

Permitted to Visit Her Son Thrice Yearly.

UNHAPPY HELEN.

Vienna, Yesterday. King Alexander of Yugoslavia and the Roumanian Premier, M. Jorga, are jointly credited with effecting a friendly settlement regarding the future of ex-Queen Helen of Roumania, who will reside permanently abroad and be entitled to visit Roumania thrice annually to see her son, Prince Michael.—Reuter. [Before her marriage to King Carol in March, 1921, the Queen was Princess Helen of Greece, their son, Michael, was born in October of the same year.]

STOP PRESS

Tokyo, To-day.

A truly Royal welcome is being prepared for Prince and Princess Takamatsu, who are arriving in Yokohama on the Chichibu Maru this afternoon. They will be escorted to the harbour by a naval dirigible, a large number of aeroplanes, and a squadron of destroyers. Prince and Princess Takamatsu who have been away since April 21 last year, will leave for Tokyo by special train.—Reuter.

Yokohama, later.

Enthusiastic cheers by immense crowds greeted Prince and Princess Takamatsu on arrival at 11.45.—Reuter.

London, To-day.

The Liberal-Labour deadlock on the major issue of the Government's land tax scheme has suddenly developed into a serious threat of the dissolution of Parliament. The Government, it was reported yesterday, sent an ultimatum to the Liberal leaders, that the official Liberal amendment, if persisted in, would be treated as a question of confidence. The amendment due to be moved on June 16 would practically wreck the scheme by limiting the land tax to undeveloped land on the ground that otherwise the scheme would violate the traditional Liberal objections to double taxation as developed land is already subject to Income-tax. The offer of the Liberal Chief Whip to modify the wording of the amendment, provided the substance of it were retained, in no way eased the situation.

The Labourite paper, the Daily Herald, seeks to extort a Liberal surrender, asserting that the Liberals, by causing the downfall of the Government, would assume responsibility for the destruction of the land tax, the round-table conference on disarmament, and electoral reform.

The Liberal paper, the News Chronicle, however, believes that Mr. Snowden is the principal stumbling block to an agreement and if the amendment is carried an election can be averted by the withdrawal of the land tax proposals and the resignation of the Chancellor.—Reuter.

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$30,000,000
Reserve Funds:—
Surplus \$1,500,000
Sinking Fund \$10,000,000
Reserve for City of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

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PEKING, SHANGHAI, SINGAPORE, SOERABAYA,
TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or longer periods in Local Currency and in terms which will be quoted on application. Hong Kong, 28th February, 1931.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA. Incorporated by Royal Charter, 1855.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1855.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

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ALOR STAR (Malay States), KUALA LUMPUR (Malay States), KUCHING (Malay States), MANILA (Philippines), BOMBAY (India), CALCUTTA (India), CANTON (China), CHEFOO (China), COLOMBO (Ceylon), HANKOW (China), HONG KONG (China), KIOH (China), KUNMING (China), MANILA (Philippines), PEKING (China), SHANGHAI (China), SINGAPORE (China), SOERABAYA (Java), TIENTSIN (China), YOKOHAMA (China).

Foreign Exchange and General Banking business transacted. Current Accounts, opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

J. STUART, Acting Manager. Hong Kong, 28th May, 1931.

THE HO HONG BANK, LTD.

(Established 1917.)

HEAD OFFICE: SINGAPORE.

Authorized Capital Straits \$20,000,000
Issued Capital 8,000,000
Paid-up Capital 4,000,000
Reserve Liabilities 4,000,000
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TAN ENG HOOI, Manager.

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Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco and Spain and also of The National City Bank of New York (France), S.A., in Paris and Nice.

F. McD. COURTNEY, Manager. Hong Kong, 20th February, 1931.

THE AMERICAN EXPRESS COMPANY, INC. HEAD OFFICE: 65, Broadway, New York.

Capital U.S.\$4,000,000
Surplus U.S.\$1,572,454
Reserves U.S.\$1,908,209

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Amsterdam, Antwerp, Athens, Bahia, Barcelona, Batavia, Belem, Berlin, Bombay, Buenos Aires, Calcutta, Canton, Changchun, Dairen (Dalny), Fongtzen (Mukden), Hankow, Harbin, Hong Kong, Honolulu, Kobe, London, Lyons, Manila, Nagasaki, Nanking, New York, Osaka, Peking, Peiping, Rangoon, Rio de Janeiro, San Francisco, Seattle, Shanghai, Shimonoseki, Singapore, Soerabaya, Sydney, Tientsin, Tokyo, Yokohama.

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Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted. Safe Deposit Boxes to let. A. BONNAUD, Manager. Hong Kong, 1st May, 1931.

HONG KONG SAVINGS BANK.

The business of the above Bank is conducted by the HONG KONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION. V. M. GRAYBURN, Chief Manager. Hong Kong, 10th July, 1930.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserve Funds Frs. 102,000,000.00

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IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

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THE YOKOHAMA SPECIE BANK, LIMITED.

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THE BANK OF EAST ASIA, LTD.

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Capital and Surplus over H\$ 8,000,000.00
Total Resources over H\$ 30,000,000.00

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KAN TONG PO, Chief Manager.

Hong Kong, 11th April, 1931.

THE BANK OF EAST ASIA, LTD.

Established 1918.

HEAD OFFICE: 10, Des Voeux Road, Central, HONG KONG.

Capital and Surplus over H\$ 8,000,000.00
Total Resources over H\$ 30,000,000.00

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KAN TONG PO, Chief Manager.

Hong Kong, 11th April, 1931.



Commerce and Finance.

GOLD—A WORLD OBSESSION.

Destruction of Silver's Value.

REVIVAL OF TRADE.

If I dislike anything it is the publication of alarming statements which are far-reaching, which may be true, but which remain bare statements and unhelpful when they are not followed up by a serious attempt to show how the position arose, and what is more important—fail to suggest anything in the way of a cure, writes Sir Henri Deterding in the Financial Times.

Such a statement I have before me as it appeared in one of the most serious newspapers, it reads: "If we ever get out of the present crisis, then 4 per cent. of the population will have 80 per cent. of all wealth."

The truth of this statement makes it all the more alarming, and serious-minded people must wonder as to the cause of this approaching possibility. As it seems altogether unreal, and ought never to come about, something unreal must be leading up to it. In my opinion such a possibility can only be caused by the present world's unreality.

Gold's Monopoly. If it were not that we were living amongst people who, generally speaking, have become fatalists, such an event as the piling up of wealth in fewer and fewer hands would not even be a subject for contemplation. Unfortunately, it would appear that very few of the intelligent mass are ready or willing to give themselves the trouble to look under the surface for causes of inequities or approaching dangers.

"If it has to come let it come, but it won't be in my time" is the very regrettable attitude of too many to-day.

What is the unreality to which I have referred? It is that for no reasons other than "ease" or "quick realization of the idea," but certainly not upon mature consideration, and equally certainly not after drawing logical conclusions, the world has been advised by great money theorists to adopt generally "Gold as the only standard" for fixing relative values for "everything."

It seems that few have ever put to themselves the very obvious query, "Has gold in itself any great practical use, so that if one became possessed of a great deal of this metal it would be in itself of any use to its possessor?"

The only true reply to this query is, of course, that it would not be of any use—and therefore one must assume that the reason for making gold the only standard of values is because it is one of the rare metals, and gold can, therefore, be used as an easy standard.

Its Rigorous Rule. Now just as all monopolies are certain to kill themselves, if the idea of "monopoly" is too rigorous, enforced, instead of working with the idea of "best service to the public," so it is with gold. It has become an unbearable ruler who neglects all duties, and even common sense; under its rigorous rule it has tried and almost succeeded in ousting the competitor with whose assistance, and from whose existence, gold could hope to maintain its ruling position, viz., the other comparatively rare metal—"silver."

So long as there was a co-operation between these two metals, and so long as their relative values were based on that inexorable law of the twins "supply and demand," then things went well. Silver has been produced for more than one hundred years past now in about fifteen times as much volume as gold.

Governments, however, governed by theorists, and sheltering themselves behind so-called money experts, adopted gold as their sole standard of value, and have ousted silver by "paper."

Whether paper is represented by bankers' bills or by bank notes, the only reason for its value is credit, and credit is the same as every other commodity or facility in that the more there is of it the less valuable it becomes.

Credit Paper. This obvious fact is too often overlooked. In the past, with a great deal of silver in circulation (and therefore so much less paper), the fact that the whole of the paper could be changed into metal (silver) and vice versa, at any time, anywhere, and with anybody gave paper a far greater real value in the eyes of the holder. In the meantime as gold has also been withdrawn from circulation, and paper being only exchangeable

against paper, it has become "shaky" in its value.

Would anyone of practical experience deny that if there ever came another war (which God forbid) or a money crisis, there would be a rush to convert paper into something more substantial, be it house or land property, or stocks of flour or grain, or even tin? On the other hand,

if the currencies of the world were plentifully supplied with silver, would not the position be infinitely better in that a commodity of real value could be held instead of paper?

Now let me refer to what has happened in Europe owing to the fact that gold has been taken to itself a monopolistic position—I do not refer to the happenings in China or to other remote places in the world, but to the position at our door. Ready money, even three months' money, is at the rate of 1 per cent. to 2 per cent. whilst money for investment on long terms costs 7 per cent. to 10 per cent. (Rumania and Poland loans, for instance).

Killing Trade. What would be thought of pig dealers who bought pigs at £1 each, and who would not sell under £6 each? Would they not be justly looked upon as bad pig-dealers and bad business men? Would these pig dealers—if they had a monopoly—not be made to realize that it could not pay to produce pigs, any more than it would be possible for the public to consume bacon, with such a difference between the buying and selling prices.

Unjustifiable margins in any commodity can only have one consequence, viz., the killing of trade, and money dealers, or those for whom they act, should realize before it is too late that by maintaining the present enormous margins on money they are making trade impossible.

This to my mind illustrates the unreality which—if continued—will bring about a position under which something like 4 per cent. of the population will gather to itself 80 per cent. of all money.

The money trade—the basis of all present trading—tends now to restrict itself to the "gold using" and silver-barring" countries. This barring of silver is undoubtedly one of the main causes of the restriction of trade throughout the world to-day, and it is easy to see how this has been brought about.

As regards production of the two metals—gold and silver—the proportion is one to 16, whilst the shutting out of silver from the currencies of the world has altered the values of these two metals and brought this to one to forty-five.

Less than 50 years ago silver-using peoples in the world (for instance, China and India) bought their supplies of silver from the very people who are now barring it (Britain, Australia, and America), and in buying it they must have paid for this silver its proportionate value in goods or service, or both.

Silver's Low Value. Now that silver has been withdrawn largely from the world's currencies, these unfortunate buyers are left with an article the price of which has been reduced by about two-thirds, and that mainly through the action of the countries from whom they bought.

Can any so-called mono-metal list justify this position, either from the point of view of honest or even from the point of view of good business?

Have the great bankers, who depend on world-wide trading (not on local trading) ever considered if it is possible for the world's trade to revive so long as something like 60,000,000 people—about half the world's population—whose wealth is mainly in the shape of silver—are precluded from participating in the trade of the world by reason of the fact that the commodity in their possession has been artificially reduced in value to a point which, practically prevents them from being buyers of anything?

Paper or Metal? If silver were given the same right as gold, it would recover its old position in the world, and its true relative value. Why must people have dirty pieces of paper instead of being allowed to use the clean metal which has real value? And why should the few metal coins still in circulation be composed of a false mixture instead of the usual alloy?

These things are artificial, and have brought about results which are disastrous.

To sum up the unrealities from which the world is today suffering are in my mind mainly two.

Firstly, the artificial reduction of the value of silver, and

(Continued on Page 5.)

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A terrible Naval disaster, in which 18 ratings went down with the ship, and two others died after their rescue, occurred when H.M. submarine Poseidon was rammed and sunk by the Chinese coaster s.s. Yuta, 10 miles off Wei-hai-wei. The Yuta picked up a number of the ship's crew, all the officers being saved. A remarkable feature of the disaster was the escape of six ratings by use of the Davis Submarine-Escape Apparatus. They were picked up by boats from H.M. ships that were rushed to the scene. The wreck was located later. A complete report appears in the OVERLAND CHINA MAIL.

An alleged boycott by public motor car drivers in the Colony, of a European lady, had its sequel at the Magistracy. It was contended by witnesses that the lady had been in the habit of under-paying the drivers, who now refused to accept her as a passenger. The allegations were emphatically denied. The OVERLAND CHINA MAIL reports the case in detail.

The OVERLAND CHINA MAIL also contains the only complete report of an intriguing case in which a young Chinese was sued for \$10,000 for slander of his fiancée's uncle, over an alleged misproprietor towards the girl, which occurred eight years ago. After hearing lengthy evidence, the parties came to a settlement, agreeing that there had been a misunderstanding.

A disastrous fire which ravaged some old Chinese houses in the Central district of Hong Kong was responsible for the loss of fifteen lives, all Chinese. Some of the bodies were so charred as to be unrecognisable. The fire originated in a "joss shop," and spread with great rapidity, largely, it is thought, due to the wooden staircases in the building. The blaze is fully reported in the OVERLAND CHINA MAIL.

Two Chinese passengers were killed and 29 wounded, including two European members of the ship's crew, when a steamer passenger, a Filipino, aboard the Empress of Canada, ran amok on the high seas when the vessel was nearing Yokohama. The OVERLAND CHINA MAIL gives all despatches regarding the outrage.

In the sporting world, the first half of the racing season ended in inclement weather, with the unusual spectacles of a double dead heat and two disqualifications. The meeting is fully reported in the OVERLAND CHINA MAIL.

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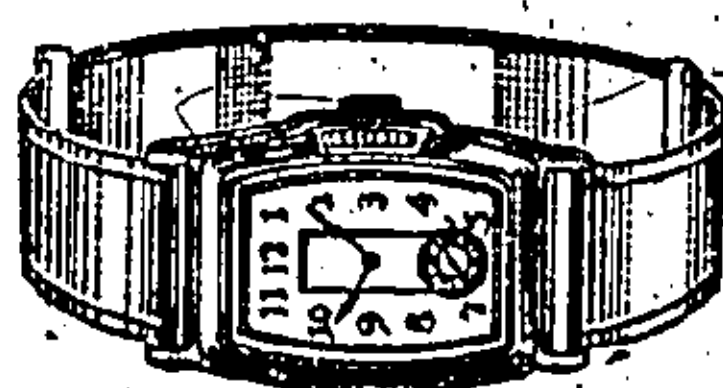
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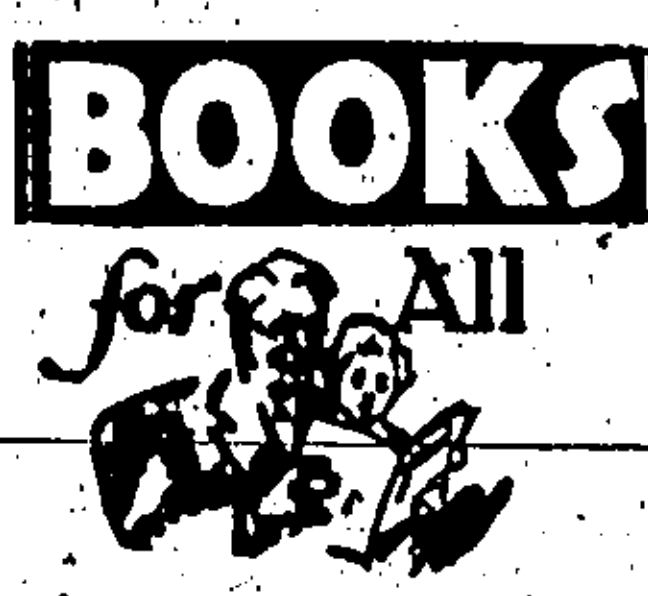


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NOTICE IS HEREBY GIVEN
that the ANNUAL ORDIN-
ARY GENERAL MEETING of
Shareholders will be held at the
Hong Kong Hotel, Hong Kong, on
MONDAY, the 15th June, 1931, at
11 a.m. for the purpose of receiv-
ing the Report of the Directors to-
gether with a Statement of Ac-
counts for the year ended 30th
April, 1931.

The TRANSFER BOOKS of the
Company will be CLOSED from
MONDAY, 8th day of June, to
MONDAY, 15th day of June, 1931,
both days inclusive.

JOHN D. HUMPHREYS & SON,
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Hong Kong, 2nd June, 1931.

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on WEDNESDAY, the 17th June,
1931, at Noon for the purpose of
receiving the Report of the Direc-
tors, passing the Accounts, and
Electing Directors and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
the 10th June to 1st July, 1931,
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**RUBBER INDUSTRY'S
"PLIGHT"**

Mr. J. Sheridan Cowper writes
to the Financial Times:—
It has been publicly stated that
the present plight of the rubber
industry cannot be cured or al-
leviated by the development of
rubber roads.

The following argument will, I
submit, show that this contention
is unsound. A mile of rubber
roadway constructed on the well-
tried "all-rubber" (Thurloe) Planes
system absorbs upwards of 200
tons of crude rubber, as well as a
large amount of waste rubber. At
the present moment the total
stocks of crude rubber in the coun-
try stand at about 130,000 tons.
The whole of this stock would
therefore be absorbed in carpet-
ing, approximately, 650 miles of
roadway of 45 ft. width.

If, therefore, say, 400 local au-
thorities could be induced by the
Transport Ministry and by local
opinion to lay an average of about
1½ miles of their busiest and
noisiest thoroughfares with rubber-
blocks, the whole of the surplus
stock would barely prove adequate.
Those whose properties front on
to such thoroughfares would
doubtless feel the boon as well
warrant a slight extra charge on
local rates, which would be re-
covered by the longer life and re-
duced maintenance charges of the
rubber surfaced roads. The cost
to the ratepayers would be con-
siderably less if, as appears to be
possible, grants from the Road
Fund by the Ministry of Transport
were made in respect of these new
roadways.

**WHEN THE PROPHET WAS
TAKEN ABACK.**

Applicants for renewal of leases
of city property used, says Mr.
Sayer, to attend at the bar of the
Court of Common Council to
answer any questions. Once the
applicant was the Rev. Michael
Baxter, proprietor of the Chris-
tian Herald, a paper that devoted
a good deal of space to prophesies
as to the early end of the present
age.

Mr. T. H. Ellis at once took him
in hand. Baxter admitted he was
the proprietor, and wrote some of
its prophetic articles, "that the
world would come to an end with-
in the next few years?"

"I did," was the reply.
"Then why are you now apply-
ing for a 99 years' lease of your
property?"
The answer, if any, was com-
pletely lost in the laughter which
convulsed the Court.

NO YALE LOCKS.

**HARVARD UNIVERSITY WILL
NOT USE THEM.**

Though Harvard has long had
the highest regard for Yale and
everything connected with that
institution, the Harvard University
authorities have no intention of
allowing Yale to reap any free
publicity at the expense of Har-
vard.

Even though Harvard build-
ings will continue to be
equipped with Yale locks, this par-
ticular trade mark hereafter will be
eliminated from the Yale locks used
on the doors of Harvard buildings.
Strangely enough, it is a
\$12,000,000 gift by a Yale man,
Edward S. Harkness, which has
brought this matter to a head. In
the past, when Harvard was erect-
ing it hardware for the doors was
bought in routine fashion, and as
a result, the name "Yale" appears
on the doors of most of the older
college dormitories.

But when part of Mr. Harkness's
millions were to be used for mak-
ing safe the rooms in Harvard's
new houses, and thousands of locks
were ordered from the makers of
Yale locks, a clause was inserted in
the contractors' "contracts," ap-
plying that the word Yale was not
to appear.

Two of these new units are com-
pleted, and though Yale locks pro-
tect the property of all the students
living in these buildings only a very
few of the hundreds of locks bears
the familiar word "Yale."

In Dunster house, a close inspec-
tion reveals only two locks bearing
this word. One of these is on the
door protecting the entrance to en-
try H and the door shows that the
lock has recently been replaced.

Investigation reveals that the
lock was in this door when the
building was first thrown open last
Autumn, proved unsatisfactory, and
has been replaced by another Yale
lock, bought at retail and not in-
stalled by the contractors for the
building.

The other Yale marked lock in
Dunster house is on the door lead-
ing to entry D, and this one, as
far as one can tell, has always
been there. How it got into this
Harvard building is one of the
biggest current mysteries.

thing as a commercial trade mark
on the locks might constitute dis-
cordant notes.

So though Yale banners may
continue to be used as doormats
and hung upside down in Harvard
dormitories, there'll be no "Yale"
on the doors.

GOLD—A WORLD
OBSESSION.

(Continued from Page 2.)

Secondly, the unjustifiable
margins which are being main-
tained in the money markets of
the world.
The problem of correcting these
two unrealities is not a difficult
one, but it requires clear thinking
and quick and determined action.
Given this, I am confident that
beneficial results will accrue to
every country in the world, and to
every industry, and, to every
worker.

INDIA STERLING LOAN.

In the course of a communique
the Government of India have
published their suggestions for
the conversion of India sterling
loans. It has been brought to
their notice that Indian holders of
the India 5½ per cent. sterling
stock were not in all cases able
to take advantage of the recent
offer of conversion owing to the
short time the list for conversion
applications remained open and
the need for complying with the
prescribed procedure in England.

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Helmets suitable for all
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* S.S. "FEVERE"	July 28	Aug. 9

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For Freight and Passages apply to:
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Tel. 28021 Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £75 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan, Ports & Honolulu.	Wednesday, 24th June.
CHICHIBU MARU	Wednesday, 24th June.
TATSUTA MARU	Wednesday, 24th June.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Thursday, 25th June.
HEIAN MARU	Thursday, 25th June.
HIKAWA MARU	Thursday, 25th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 27th June.
KATORI MARU	Saturday, 27th June.
KASHIMA MARU	Saturday, 27th June.
SYDNEY & MELBOURNE via Manila & Ports.	Saturday, 27th June.
ATSUTA MARU	Saturday, 27th June.
KAMO MARU	Saturday, 27th June.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 27th June.
KAGA MARU	Thursday, 27th June.
† HAKODATE MARU	Thursday, 27th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Tuesday, 30th June.
GINYO MARU	Tuesday, 30th June.
NEW YORK, BOSTON via Panama.	Saturday, 13th June.
† TAKEYO MARU	Saturday, 13th June.
† TATSUNO MARU	Saturday, 13th June.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Monday, 15th June.
† DAKAR MARU	Monday, 15th June.
CAICUTTA via Singapore, Penang & Rangoon.	Tuesday, 16th June.
† CALCUTTA MARU	Tuesday, 16th June.
* MORIOKA MARU	Monday, 29th June.
SIANGHAI, KOBE & YOKOHAMA.	Friday, 12th June.
HAKONE MARU	Friday, 12th June.
* DELAGOA MARU	Thursday, 18th June.
KAMO MARU (Nagasaki direct)	Friday, 19th June.

For further information apply to: NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru	Fri., 26th June
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO, MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN, THENCE TO RIO DE JANEIRO & SANTOS via Singapore & Colombo.	La Plata Maru	Mon., 20th July
BRISBANE, SYDNEY & MELBOURNE via Manila, JAPAN PORTS.	Manila Maru	Mon., 6th July
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Brisbane Maru	Mon., 6th July
NEW YORK via Japan ports, Call Direct at Boston, Philadelphia & Baltimore.	Atlas Maru	Sun., 14th June
BOMBAY via Singapore, Belawan, Deli & Colombo.	Nitto Maru	Thurs., 18th June
CAICUTTA via Singapore, Penang & Rangoon.	Seattle Maru	Wed., 24th June
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Andes Maru	Thurs., 11th June
KEELUNG via Swatow & Amoy (p.m. every Sunday).	Pacific Maru	Tues., 14th June
TAKAO via Swatow & Amoy (Fortnightly).	Tokai Maru	Wed., 9th July
	Argon Maru	Fri., 19th June
	Hamburg Maru	Thurs., 18th June
	Menado Maru	Thurs., 11th June
	Hozan Maru	Sun., 14th June
	Canton Maru	Sun., 21st June
	Deli Maru	Thurs., 18th June

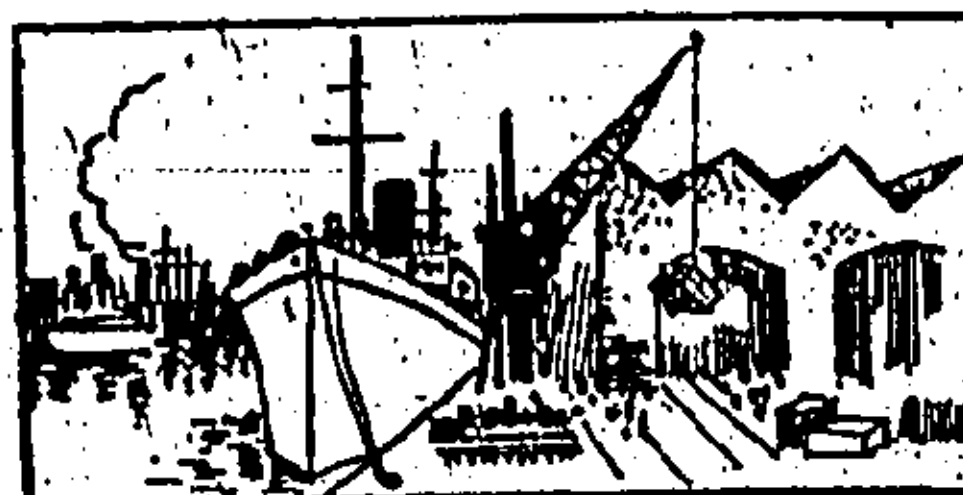
For further particulars please apply to:
OSAKA SHOSHEN KAISHA.
Telephone 22061.

Donations and Subscriptions must

now be sent to the Hon. Treasurer,

Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.



Shipping Intelligence.

REDUCTION IN SUEZ CANAL DUES?

Liverpool's Call for Action.

TRADE HELD UP.

Liverpool business men at a meeting of the Liverpool Organisation in mail week passed a resolution urging the British Government to take steps to bring about an immediate reduction of Suez Canal dues.

The resolution drew attention to the vital importance to the Port of Liverpool of the markets of the East and to the heavy burden put upon this trade by the high rate of Suez Canal dues, which in 1929 yielded a surplus of £5,937,000, after generous provision for the service and improvement of the canal. It was submitted "that the maintenance of so onerous a levy at a time when the trade of the world is flagging and fraught with every kind of difficulty exhibits a complete disregard for present economic conditions and hampers the shipping and trading communities in their efforts to meet the competition of the growing industries of the East."

"The organisation accordingly urges His Majesty's Government to bring about an immediate reduction of the dues on loaded ships to five francs gold, with a proportional reduction in respect of ships in ballast in accordance with the provisions of the London agreement of 1883 and to promote negotiations for a fresh agreement with the Canal Company that will prevent the recurrence of the present abuses and give to all concerned lasting confidence in the efficient and impartial administration of the canal."

Survey of Areas.

Mr. F. J. Marquis, who presided, in moving the resolution, said the President of the Board of Trade had announced his intention to have some survey made of certain areas in Britain that were suffering from unemployment, and Lancashire was one of those areas.

"We in this organisation (he continued) have been considering the problem in many aspects for some time, and we should be glad to co-operate with Mr. Graham in making out his survey. A good deal of the unemployment in Lancashire is caused by a failure to maintain trade in the East. This decline in our Empire trade is undoubtedly in part due to political causes and in part due to a drop in the price of silver, but it is quite considerably due to the fact that the Asiatic people are producing goods themselves, and that they have become severe competitors to Lancashire trade supplying Far Eastern markets.

"There are nine hundred thousand tons of British shipping lying idle. Freight rates to the East are above pre-war rates. Shipowners are compelled to reduce wages in order to prevent further growth of unemployment. Lancashire as the centre of production of so many of the things that are required in the East is being cut out of the market.

267 Per Cent. Dividend.
"Meanwhile the Suez Canal pays in the year 1929 a dividend at the rate of 267 per cent. We cannot sit back quietly and watch the trade of our own people falling while a monopoly company, in which the British Government is the principal shareholder, makes profits that justify a distribution of a dividend of 267 per cent.

"The time has come when we ought to urge the British Government to assert its rights and to recognise its obligations and to secure that representations should be sent to Paris to make it clear that the rates at present charged constitute a serious exploitation of a monopoly. It once had for trade and repellent to the social conscience."
Major the Hon. J. L. Cripps, a partner in Alfred Holt & Co., shipowners, Liverpool, seconded the resolution. He said they were told the shares were bought by the Government for the protection of British shipping, and surely the time had arrived when they should carry out that trust. The Liverpool Organisation includes within its ranks the leading industrial undertakings of Britain. It exists for advancing Merseyside interests.

It has the support of the Corporations of Liverpool, Wallasey, Birkenhead and Bootle, the Mersey Shipping Board and the big shipping line to which the big charges of the Suez Canal mean so much.

ARRIVALS OF SHIPS.

Tuesday, June 9.
Cape St. Francis, British str., 2,168 tons, Capt. B. Hagland, from Durban, buoy No. B26.—Dodwell & Co.
Dardanus, British str., 4,910 tons, Capt. W. Christie, from Manila, Holt's Wharf.—B. & S.
Irisbank, British str., 3,437 tons, Captain E. Blackmore, from Shanghai, buoy No. A11.—Bank Line.
Mirzapore, British str., 4,135 tons, Capt. W. D. C. Smith, from Singapore, buoy No. A6.—M. M. & Co.

Wednesday, June 10.
Canton, French str., 976 tons, Capt. F. L. Morvan, from Haiphong, buoy No. B8.—M.M.
Hainan, British str., 832 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf.—Douglas S.S. Co.
Hozan Maru, Japanese str., 1,383 tons, Captain H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.
Kwaisang, British str., 1,435 tons, Capt. M. Costello, from Swatow, West Point Wharf.—J. M. & Co.
Nicoline Maersk, Danish str., 2,532 tons, Captain H. Hansen, from Manila, buoy No. A1.—Jebson & Co.

Palembang, Dutch str., 1,029 tons, Captain F. H. Wildschut, from Balikpapan, Talkoktui Anchorage.—A.P.C.

President Wilson, American str., 8,310 tons, Captain M. Ridley, from Manila, Kowloon Wharf.—Dollar S.S. Line.

Tijkembang, Dutch str., 5,019 tons, Captain Abbo, from Muntok, buoy No. A7.—J.C.J.L.
Tsinan, British str., 2,100 tons, Capt. W. Shaw, from Canton, buoy No. B15.—B. & S.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—Odin—West wall dock. Olympus—Kowloon dock. Otus—West wall dock. Parthian—Kowloon dock. Seamount—South wall. Sirdar—West wall dock. Somme—North arm. Sterling—North arm. Tamar—Basin.

Foreign.
Hal Hsing—Chinese Customs cruiser.
Vigilante—French gunboat.

STEAMERS' MOVEMENTS

The Ben Line s.s. Bencruachan from Leith, Middlesbrough, Antwerp, London, Straits and Manila left Singapore for this port via Manila on June 10, and is due to arrive here on June 16.

The C.P.S. R.M.S. Empress of Asia arrived at Kobe on June 10 (Wed.) at 6 p.m., left Kobe on June 11 (Thurs.) at 3 p.m., and is due at Yokohama on June 12 (Fri.) at 5 p.m. She leaves Yokohama for Vancouver on June 13 (Sat.) at 3 p.m.

POST OFFICE NOTICE.

INWARD MAILS.

THURSDAY, JUNE 11.	Shanghai	10.15	Ouderkerk
FRIDAY, JUNE 12.	Japan, Shanghai and Europe via Siberia (London, May 23)	11.15	Shinyo Maru
	Japan, Shanghai and Europe via Siberia (London, May 23)	12.15	Katori Maru
	Europe via Negapatam (Letters and Papers)	13.15	Hakone Maru
	London, May 14	14.15	Changte
	Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., May 23)	15.15	Empress of Canada
SATURDAY, JUNE 13.	Shanghai and Swatow	16.15	Sinkiang
	U.S.A., Honolulu, Japan and Shanghai (San Francisco, May 19)	17.15	President Monroe
MONDAY, JUNE 15.	U.S.A., Honolulu, Japan, Shanghai and San Francisco, May 19	18.15	President Johnson
WEDNESDAY, JUNE 17.	Amoy and Swatow	19.15	Van Heutsz
THURSDAY, JUNE 18.	Australia and Manila	20.15	Kamo Maru

OUTWARD MAILS.

THURSDAY, JUNE 11.	Samshui and Wuchow	4 p.m.	Tai Shan
	Straits	4.30 p.m.	Kaga Maru
FRIDAY, JUNE 12.	Swatow, Amoy and Foochow	2 p.m.	Hai Ning
	Formosa	2.30 p.m.	Atlas Maru
	Haiphong	2.30 p.m.	Canton
	Saigon	3.30 p.m.	New Mathilde
	Manila	3.30 p.m.	Empress of Canada
	Shanghai, Japan & Europe via Siberia	3.30 p.m.	Hakone Maru
	Straits, Ceylon, India Mauritius, E. & S. Africa Aden Egypt & Europe via Marseilles	3.30 p.m.	Katori Maru
			(Due Marseilles July 18.)
			G.P.O.
	Registration	12 June 4.30 p.m.	June 13, 8.45 a.m.
	Letters	June 13, 9 a.m.	Letters
SATURDAY, JUNE 13.	Straits	2.30 p.m.	Solviken
	Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria, B.C.	2.30 p.m.	President Jefferson
			(Due Victoria, B.C., June 30 and Europe via Siberia.)
			Parcels
			June 13, 3 p.m.
			Registration
			June 13, 4.15 p.m.
			Letters
			June 13, 5 p.m.
	Manila	5 p.m.	President Monroe
	Amoy	5 p.m.	Antung
SUNDAY, JUNE 14.	Bangkok via Swatow	9 a.m.	Kalgan
	Swatow, Amoy & Formosa	9 a.m.	Hozan Maru

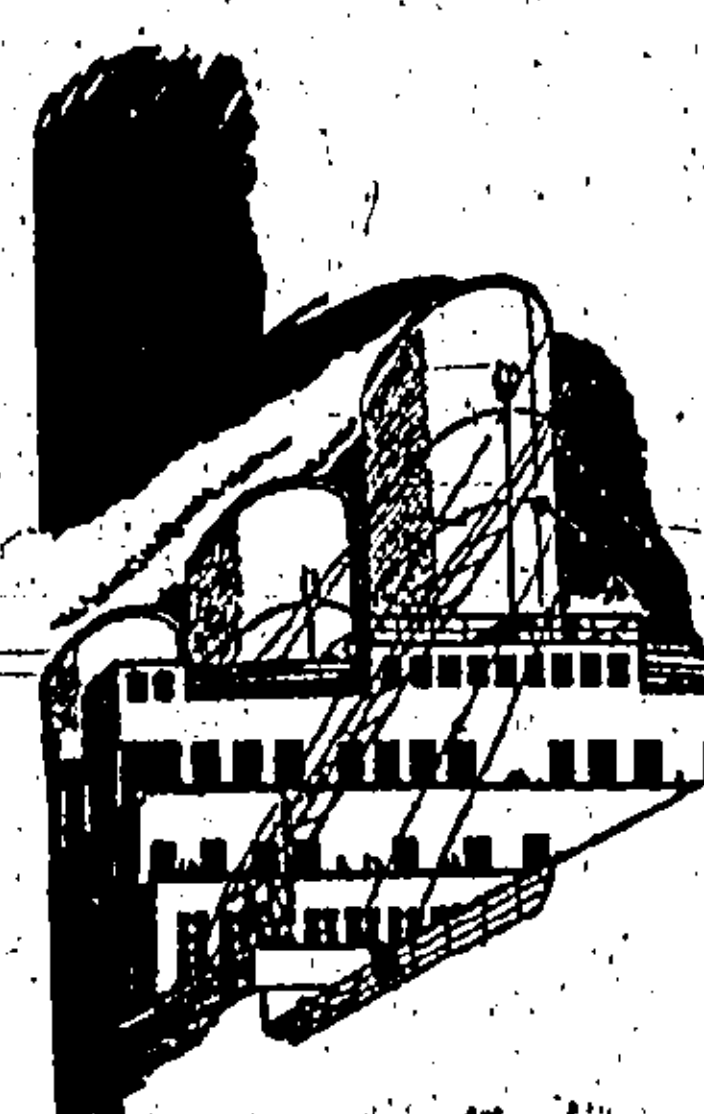
*Super-scribed correspondence only.

SHIP OVERLOADED.

Captain D. Boudfield, of the s.s. Tai Lee, was to-day summoned before Comdr. J. B. Newell, by Boarding Officer Cooke for allowing the ship to be so loaded as to submerge in salt water to the centre of the deck at 6.45 p.m. on June 9, alongside the Ping On wharf. He pleaded "gully," but would not agree with B. O. Cooke's estimation that the ship was overloaded to the extent of 4½ inches. The Magistrate imposed a fine of \$250.

YESTERDAY'S SOLUTION.

1. FATE 2. DART 3. ERD 4. SEA 5. TENSE 6. ABETTER 7. EMBALM 8. RARE 9. FINE 10. ANGLE 11. AGENT 12. BOLE 13. ANTE 14. DOLL 15. HON 16. A INT 17. A SHUT 18. BOA 19. SHIN 20. IT STAR 21. MET 22. FRAG 23. HIS 24. EMPHATIC 25. SEND 26. EMBELLISH 27. DRIVE 28. STOP 29. STRET



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visit

Honolulu

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direct Express

to Pacific Coast

and still

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Empress

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12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN

	Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Empress of Canada	June 20	June 23	June 25	June 27	July 3	July 8
Empress of Russia	July 3	July 6	July 8	July 11	July 17	July 20
Empress of Japan	July 18	July 21	July 23	July 25	July 31	Aug. 5
Empress of Asia	July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 17	Aug. 20
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30	Sept. 3
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14	Sept. 17
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27	Oct. 1
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12	Oct. 15
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25	Oct. 28
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9	Nov. 12
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22	Nov. 25
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7	Dec. 10
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20	Dec. 23

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPRESS OF CANADA	June 12	June 14
EMPRESS OF RUSSIA	June 25	June 27

CANADIAN PACIFIC

Telephones: Passenger 20752. Freight 20042.

BRITISH WUCHOW LINE

SAILING DATES FOR JUNE, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

S.S. "TAI MING"

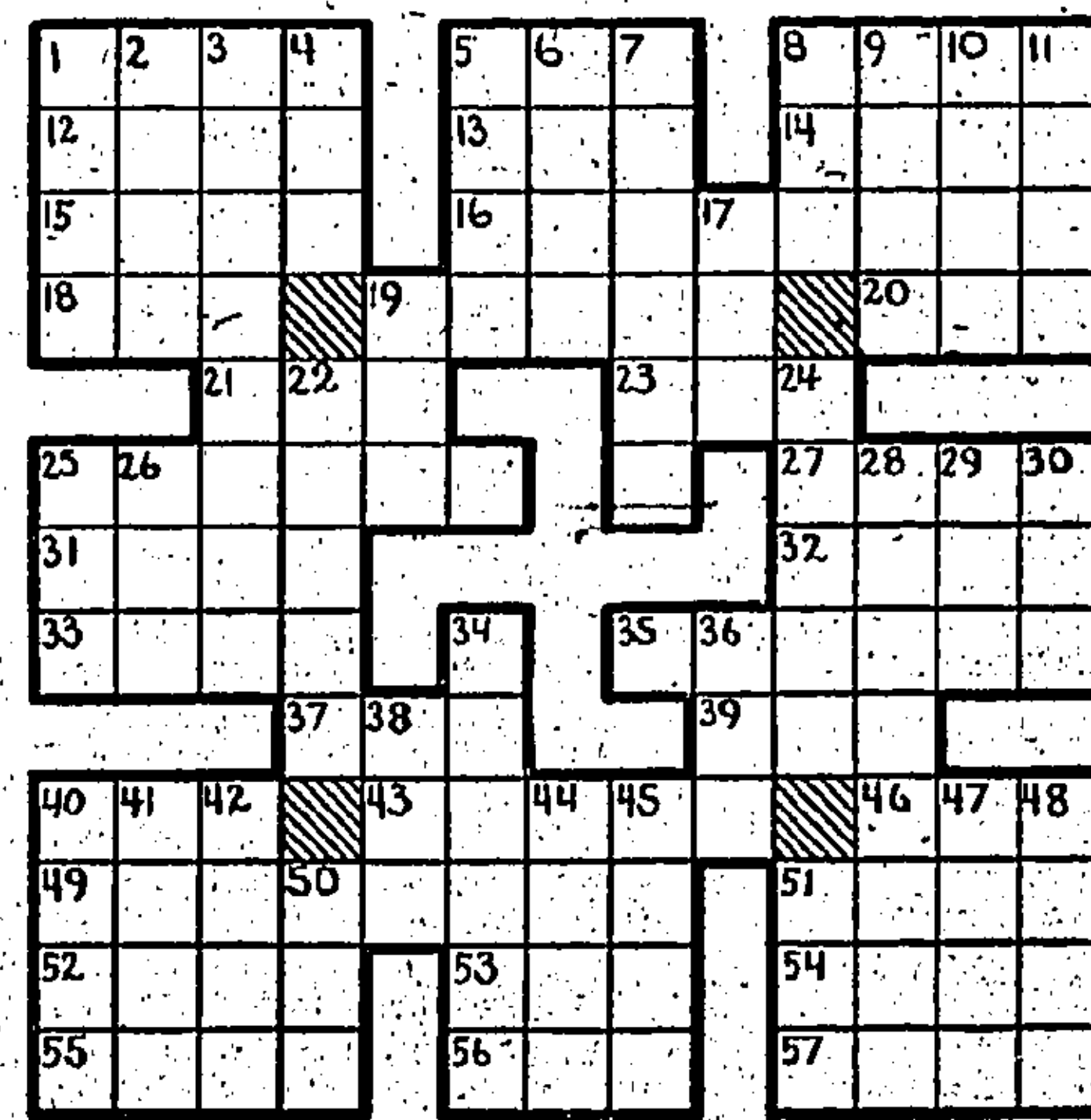
(649 Tons—Capt. W. H. Lawton.)

Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
FRI. 12th	SUN. 14th	MON. 15th	TUES. 16th
THURS. 18th	SAT. 20th	SUN. 21st	MON. 22nd
WED. 24th	FRI. 26th	SAT. 27th	SUN. 28th
TUES. 30th	THURS. 2nd	WED. 3rd	SAT. 4th

Ports of Call—Samshui, Shulking, Takling & Doshing.
Fares Return (not including meals) \$18.00.
Meals and Wines are to be obtained on board.
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For information apply to:
29, Connaught Road, West, SANG WO Co., Ltd.
Phone 20893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|---------------------------------|--------------------------------------|--|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—Wooden pine | 40—Large body of salt water | 11—Choice |
| 5—Matter in the aeriform state | 43—Springs | 17—Anger |
| 8—A high Turkish official | 46—To wrap around | 18—A vehicle |
| 12—Any open space | 48—Rounded soft and tough by heating | 22—Relieve |
| 13—A metric land measure | 51—A place for storing grain | 24—The Scandinavian language |
| 14—Sodium carbonate | 52—Prong of a fork | 25—Small (Scott) |
| 15—Skin | 53—Link of work | 28—A kitchen utensil |
| 16—A clergyman | 54—Unit | 29—Sinking gradually |
| 18—Insect | 55—Paradise | 30—Confederate general |
| 19—An evergreen tree | 56—Scott | 31—Unseen |
| 20—Point of compass (abbr.) | 57—A molding with an S curve (Arch.) | 34—A president of Mexico |
| 21—Grassy meadow | | 35—Basis of burden |
| 23—A number | | 38—A vegetable |
| 25—Pointed weapon (pl.) | | 40—Satisfy |
| 27—The new name of Christianity | | 41—A lady of King Arthur's court |
| 31—Bulky | | 42—Feminine name |
| 32—Long grass stem | | 44—Very (Scott) |
| 33—Prefix before | | 46—Rim |
| 35—Squandered | | 47—To the sheltered side |
| 37—Mineral spring | | 48—Attitude |
| 38—Place | | 50—Even (Poet) |
| | | 51—Popular name for Saint Sainte Marie |

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

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PORTS, EUROPE, &c.

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(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
RANPURA	17,000	20th June	Bombay, Marseilles & London.
KASHGAR	9,000	4th July	Marseilles, L'don, R'dam & A'werp.
KAWALPINDI	17,000	18th July	Bombay, Marseilles & London.
PERIM	7,700	25th July	Marseilles, Havre & London.
KHYBER	9,000	1st Aug.	Marseilles, L'don, R'dam & A'werp.
SOMALI	8,600	8th Aug.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
PADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,000	29th Aug.	Marseilles & London.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
SOUDAN	10,000	19th Sept.	Marseilles, Havre, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,000	26th Sept.	Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
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BRITISH INDIA-APCAR SAILINGS.

SANTHIA	8,000	17th June	Singapore, Penang & Calcutta.
TAKADA	7,000	7th July	Singapore, Penang & Calcutta.

* Calls Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	5,000	1st Aug.	Manila, Rabaul, Brisbane, Sydney
WELLORE	7,000	3rd Aug.	& Melbourne.
TANDA	7,000	31st Aug.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia, with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan, June to Sept.

*PADUA	6,000	13th June	Moji, Kobe & Yokohama.
TAKADA	7,000	19th June	Amoy, Shanghai, Moji, Kobe & Osaka.
KAWALPINDI	17,000	19th June	Shanghai, Kobe & Yokohama.
*SOMALI	8,600	27th June	Amoy, Moji, Kobe & Osaka.
SINDHANA	9,000	3rd July	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,000	3rd July	Shanghai, Moji, Kobe & Osaka.
NELLORE	7,000	6th July	Shanghai, Moji, Kobe, Osaka & Y'hama.
TILAWA	10,000	17th July	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	17th July	Shanghai, Kobe & Yokohama.
SANTHIA	8,000	31st July	Amoy, Moji, Kobe & Osaka.
WARMALA	8,000	31st July	Shanghai, Moji, Kobe & Yokohama.
*NANKIN	7,000	23rd Aug.	Shanghai, Kobe & Yokohama.

* Cargo only. † Calls Tientsin and Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans on Funka Louvre System free
of charge.

Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

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Shanghai: Sham-shu-poo, Kowloon, Hong Kong. Kowloon Tel. 87009.
Estimates furnished on application.
Hong Kong, April 1, 1931.

PASSENGER LISTS.

ARRIVALS.

Per s.s. President Wilson on
June 11:—
Mr. and Mrs. John K. Bousfield,
Mr. and Mrs. William H. Hunt,
Mr. S. S. Jenkins, Mr. and Mrs.
Frank L. Manchester, Mr. Felipe
Madrigal, Mr. George J. Pollard,
Mr. Mariano Querubin, Mr. Joaquin
B. Ramos, Mr. Paul Wyley, Mr.
Benjamin T. Zolner.

DEPARTURES.

Per s.s. President Wilson on
June 11:—
Mr. E. W. Exon, Mr. E. A.
Worley, Mr. Robert S. Ward, Mr.
Victor Keene, Mr. G. Schafer, Mr.
K. Schafer, Capt. B. Montague Ede,
Mr. J. Godkind, Mr. and Mrs. E. J.
Strick, Mr. Harry Strick, Miss
Jacqueline Strick, Sister Mary Paul
McKenna, Mr. and Mrs. Edward
Lockwood, Miss Marian Lockwood,
Mr. Richard Lockwood, Miss
Dorothy Lockwood, Dr. and Mrs.
A. R. Knipp and infant.

CAPTAIN CENSURED.

Drunkenness While in Charge
Of Ship.

Allegations of drunkenness
while in charge of his ship were
made against Captain H. B.
Bilton, of Liverpool, at a local
Board of Trade inquiry, at New-
castle.

Mr. E. R. Robinson, for the
Board of Trade, alleged that in
November last, while on passage
from Three Rivers to Sydney,
Bilton was under the influence of
drink and unable to discharge
his duties.

Captain Ian Cameron McLaren,
in evidence, said that he joined
the steamer "Port Alfred," of
Middlesbrough, as first officer.
On various occasions when Bilton
had taken too much drink he was
unable to fulfil his duties, which
threw extra duties upon witness.
On two occasions witness had to
go specially on deck on this ac-
count.

Robert Inglis, second mate,
stated that while under the in-
fluence of drink at Three Rivers,
Captain Bilton gave wrong sign-
als.

Captain Bilton was found
guilty, severely censured, and
ordered to pay £5 towards the
cost of the inquiry.

In evidence, he denied
drunkenness, and said that he
was suffering from bronchial
trouble.

SOVIET SHIPBUILDING.

The Soviet authorities have de-
cided to take in hand the im-
mediate construction of a big, red
mercantile fleet, and the Council of
Labour and Defence has instructed
the Supreme Economic Council to
guarantee the construction of 44
ships, totalling 170,000 tons, as well
as four oil tankers and a number
of smaller craft to be completed be-
fore the end of 1931.

The plan for 1932 moreover in-
cludes the construction of ship-
building and repairing yards, float-
ing docks, etc.

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The time used is Standard, or
mean time of the meridian of 120
deg. E.; 00h. is midnight, 12hrs. is
noon. The heights are referred to
the datum of the largest scale Ad-
miralty chart of the place and
should be added to the depths given
on the chart unless preceded by an
asterisk (*), when they should be
subtracted from the depths.

June 11 to 17, 1931.

DATE	HIGH WATER	LOW WATER
June 11	10.05	1.15
June 12	11.05	2.15
June 13	12.05	3.15
June 14	13.05	4.15
June 15	14.05	5.15
June 16	15.05	6.15
June 17	16.05	7.15

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"ADRASTUS" 2nd July For Port Said, L'pool, Havre & Glasgow

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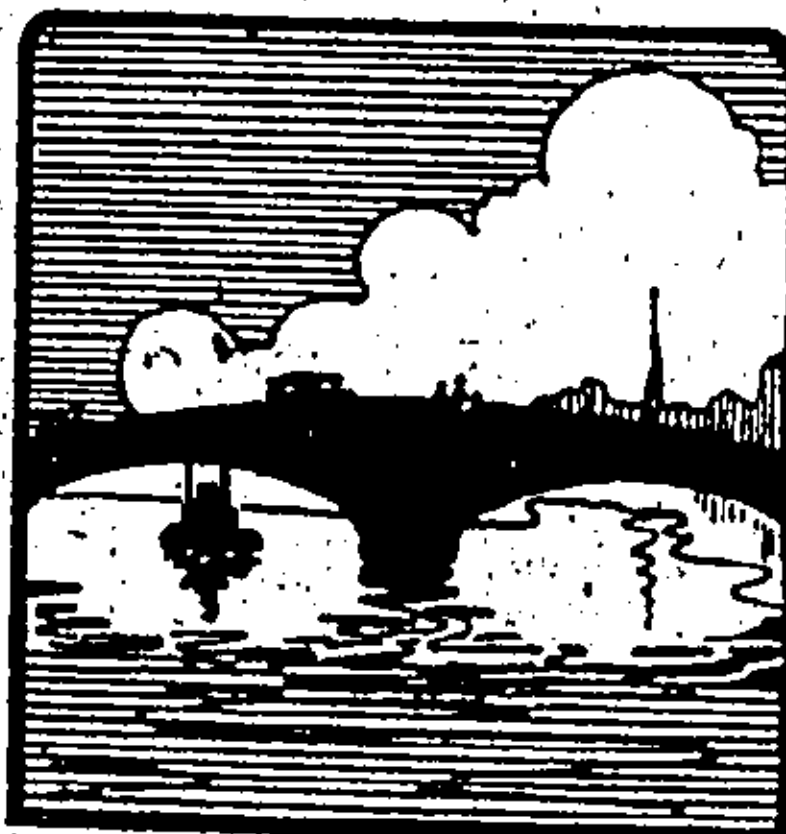
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through the Panama Canal
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levied for the passage of the
canal with the exception of the
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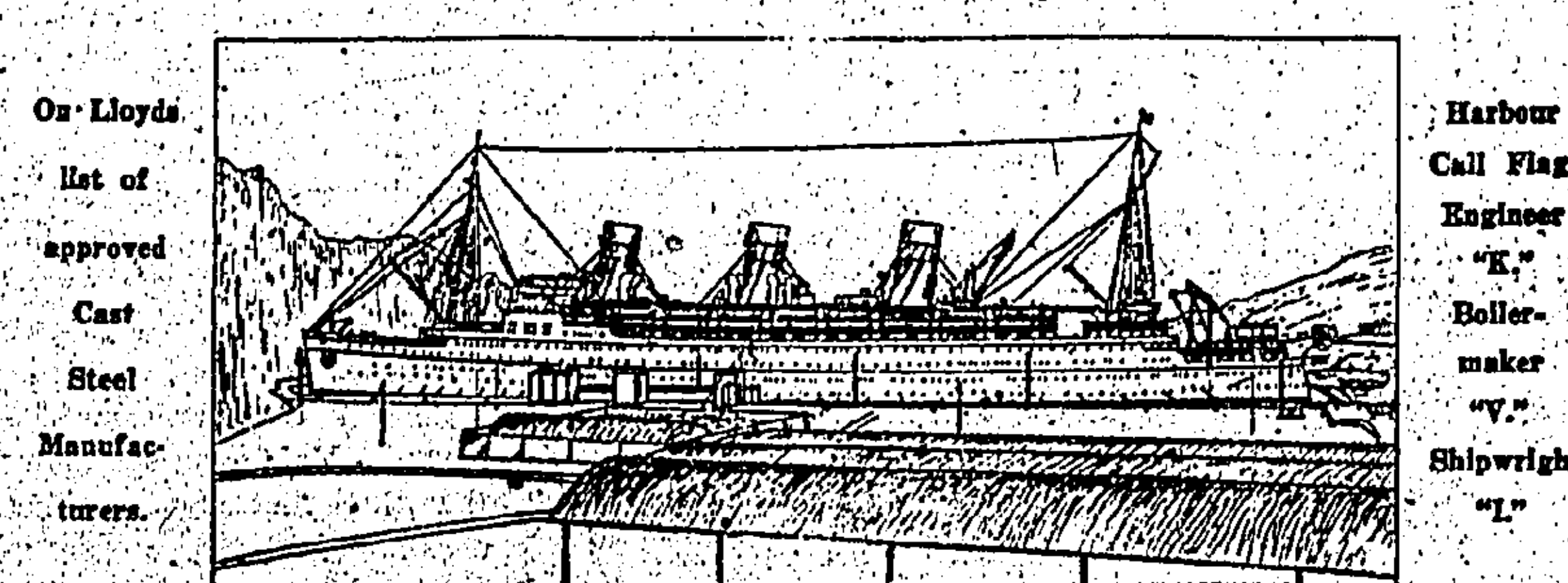
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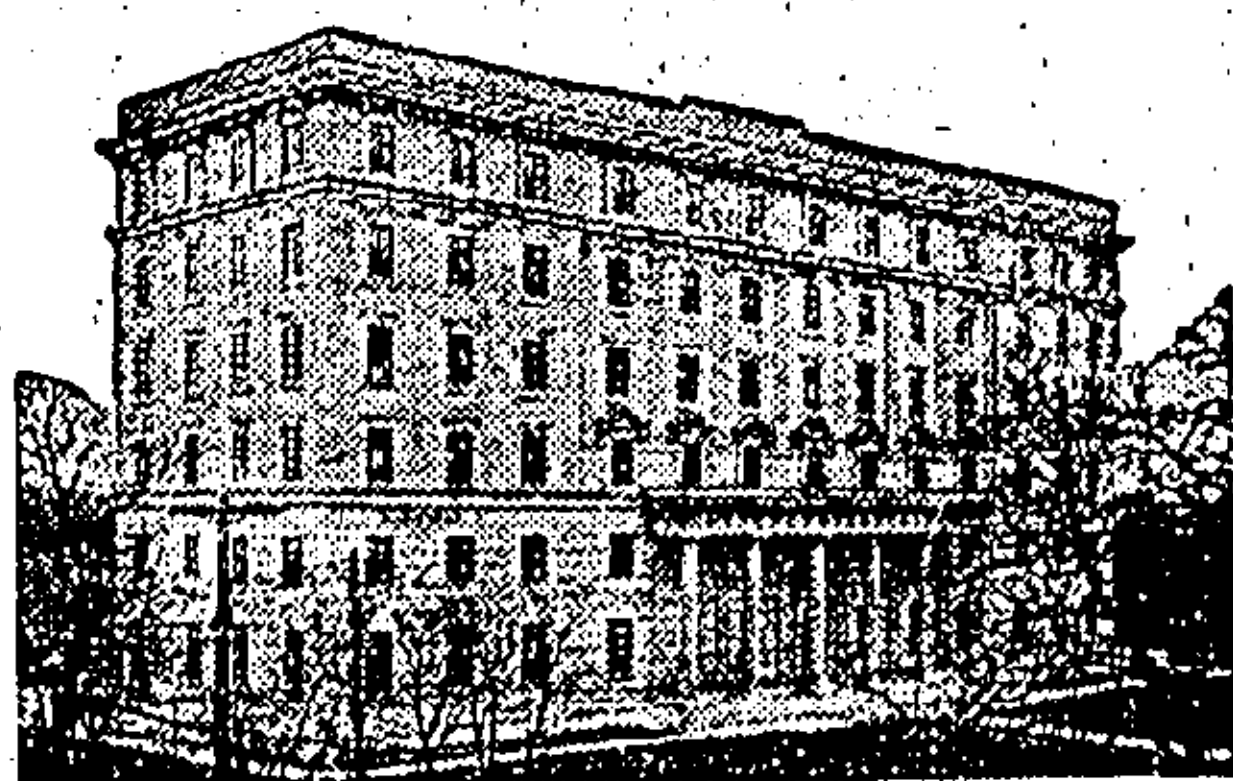
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George Olsen and His Music.

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HONG KONG.

The China Mail

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$30, payable
in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$12, including postage \$10, pay-
able in advance.]

Published by
The Newspaper Enterprise, Ltd.

Printers & Publishers.
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Business Office: 20022.
Editorial Department: 24641.
Cable Address—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all remi-
tances should be made payable.

London Offices—S. H. Bywaters
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London, W.C.2.

Hong Kong, Thursday, June 11, 1931.

Mr. Chen's Red Herring.

What is tantamount to a direct
reply to the *China Mail's* leading
article of May 23, entitled "A
Land of Turmoil," appeared in
the Canton Daily Sun of June 5
and raises several points of great
political significance on the
question of extraterritoriality
and the recognition of the rights
of foreigners in China. The
Daily Sun was launched only
about two months ago and is the
official organ of the new political
party which has arisen in the South
against the regime of President
Chiang Kai-shek. There is every
reason to believe that the leading
article in question was written
by Mr. Eugene Chen, because an
article by Mr. Chen of similar
wording and style appeared about
the same time in *China Truth*.

The *China Mail*, in its leading
article above referred to, drew
attention to the fact that "the
new faction promises to entertain
friendly relations toward the out-
side Powers and such a cordial
overture as this cannot be lightly
regarded by those who entertain
for the Canton powers—that be
the belief that they will be vic-
torious in the forthcoming cam-
paign." Mr. Chen goes even fur-
ther than that, and says that he
does realize that at present there
exist "special" circumstances
created by the 'deadlock' diplo-
macy under Chiang Kai-shek's
personal dictatorship which sug-
gests the expediency in dealing
with the problem of treaties in
terms of reasoned statesmanship,
as he puts it, rather than in the
manner of a 'Y.M.C.A. drive'.

The Daily Sun would have us
believe that the above statement

of the Foreign Minister is signi-
ficant. "It may be taken as a
sincere gesture of friendliness
toward all the foreign nations
that are in diplomatic relations
with this Republic. They may
rest assured that Mr. Chen will
do nothing that may in any way
injure or jeopardise the legiti-
mate interests of foreigners peace-
fully residing in China and carry-
ing on their lawful business."

The foreign Press in the Treaty
Ports and elsewhere in China
(sic) has consistently complained
that Chiang Kai-shek did not
'play the game' with friendly
foreigners in China. He gave
orders to declare extraterritorial
abolished when some of the treaties
would not expire for another two
or three years. Chiang has ad-
mitted his blunder, but it is too
late. . . . The article then pro-
ceeds to quote from our article
word for word and, what per-
haps should be more gratifying
to our vanity, actually agrees
with it without reservations of
any sort.

This friendly overture of Mr.
Chen toward the *China Mail*
(whom he omits to mention by
name, however), would be taken
by us as a flattering tribute to
our political foresight and sagaci-
ty were it not for the fact that
we seem to have been deliberate-
ly misunderstood. In criticising
the failure and short-sightedness
of Chiang Kai-shek we were not
attacking either his Party or his
moral abilities as a leader; we
were not siding with Mr. Chen
and his Southern faction and con-
veying an innuendo that their
policy had our support. We sus-
cribe to no particular Party in
China and whatever Party is in
Power is of no concern or inter-
est to us. We are concerned
merely with the protection of
foreigners and their rights, and
the legal recognition of the terms
upon which our extraterritorial
rights in China have their basis. If
we welcome the friendly attitude
of the new faction in the South to
outside foreign Powers, and to
Great Britain in particular, it is
for this reason only, and not be-
cause we believe that Mr. Chen
possesses greater moral qualities
than Mr. Chiang. At the same
time, knowing the Foreign Minis-
ter of old, we are not entirely free
of the suspicion that his new-
found friendliness is but a red
herring drawn across our path.
He is careful in his article to
promise nothing direct or definite
in regard to the extraterritorial
negotiations, and is only using the
case of extraterritoriality, apparently,
as a pawn in his double game of in-
fluencing opinion against Chiang
Kai-shek and endeavouring to
win the support of the foreign

Powers over to his side. Great
Britain is old in diplomacy, how-
ever, and it is extremely unlikely
that Mr. Henderson will fall for
such superficial bait. Diplomatic
recognition will only be given to
the Sun Fo-cum-Chen-cum-Wang-
Ching-wei faction, when the over-
throw of the present Nanking
regime is complete, thus signifi-
cantly changing the opinions of the
Chinese nation as a political
entity.

If, on the other hand, Mr. Chen
and his proselytes are sincere in
their belief that justice has not
been meted out to foreigners in
China in the past, and he has
every honest intention of rectify-
ing these political errors of a
young and still undeveloped
Republic, he has our best wishes,
our congratulations, and our un-
conditional support. He would
enter history as the man who
saved China from the slur of in-
justice and underhand, petty
dealing, and, by his efforts, his
country would blossom into a
land of equity and sound states-
manship worthy to stand beside
the great nations of the world.
But he has yet to prove himself!

News in Brief.

Captain B. Montague Ede arrived
by the s.s. President Wilson to-day.

One case of typhoid fever
(Chinese) was notified yesterday.

The lowest open air temperature
yesterday was 79 degrees. The
humidity at 10 a.m. was 87 and at
4 p.m. 84.

Yesterday the Customs Office at
Canton was open as usual, the
river steamers from Hong Kong
and elsewhere going alongside
their own respective wharves with-
out any hindrance.

Cheung Sui-kai (24) of 13
McDonnell Road, is suffering from
electrical scalds, thought to have
been caused by contact with a live
fuse. He was removed to the
Government Civil Hospital.

A woman, Chan Fee (20), who
occupied a room in the Empress
Hotel, is suffering from the effects
of poisoning by carbolic oil which
she is alleged to have swallowed.
Her condition is not considered
serious.

Chan Kow, a barber's "fok" was
this morning charged before Mr.
Williams at the Kowloon Police
Court with the theft of an electric
massage machine, from the Wong
Size barber shop at 493, Shanghai
Street. Five weeks' imprisonment
was imposed.

Owing to the fact that the Kow-
loon Magistrate, Mr. E. W. Hamil-
ton, is at present indisposed, the
cases in the Kowloon Magistracy
were this morning heard before
Mr. Williams. It is understood
that Mr. Hamilton is suffering from
a severe cold.

For doing wilful damage to a
brick wall in Kimberley Road two
Chinese were at the Kowloon Magis-
tracy this morning fined \$50 or a
month's imprisonment. For the
theft of 27 bricks from the same
wall they were fined \$10 or a fur-
ther two weeks' jail.

"It was my intention to go there
to steal," said Liu Sui-lan in the
Kowloon Police Court to-day, when
charged with being found on the
premises of 98, Parkes Street
shortly after 3 a.m. He admitted
a previous conviction and was sent
to jail for four months.

Mr. P. Vickers, of 30 Cumberland
Road, Kowloon Tong, has reported
to the Police that his chow dog bit
Mrs. Blandford, of 9 Middle Road,
on the face, whilst she was on a
visit to his residence at ten o'clock
last night. The injury was not
serious, and Mrs. Blandford was
treated by a medical practitioner.

KING'S TERRIER DEAD.

Snip, the King's favourite Cairn
terrier, died recently and was bur-
ied in a corner of the flower garden
at Sandringham. Snip used to ac-
company His Majesty wherever he
went, and when the King was ill
two years ago no one was more
concerned than she. She would
lie for hours outside the door, and
had to be tempted to leave her post
even for meals. One bad habit
which Snip possessed, however,
was that of chasing the pigeons in
the Royal gardens, and it is be-
lieved that this led to her untimely
end. When she died a post-mortem
examination revealed the fact that
a feather had lodged in the throat
and choked her.

VICTORIA LEAGUE IN LONDON.

Assistance to Overseas
Britons.

COMMITTEE IN COLONY.

The Victoria League in Lon-
don, among its other activities,
renders assistance to British
subjects from any part of the
world who go Home, more espe-
cially for purposes of education.
The League is prepared to ren-
der assistance in the matter of
finding quarters, advising on edu-
cational matters, as far as pos-
sible helping in regard to admis-
sion to the universities, giving
facilities for visiting places of
interest, and generally in bring-
ing students into contact with
British social life. The League
has kindly consented to render
such assistance to British sub-
jects going Home from Hong
Kong.

A local Committee has been
formed, consisting of:—
Colonial Secretary, (Chair-
man).

Vice-Chancellor, University,
(Vice Chairman).

Secretary for Chinese Affairs.

Director of Education.

Hon. Mr. S. W. T'so, O.B.E.,
LL.D.

Mr. T. N. Chau.

Miss Alice Kwok.

Inspector of English Schools,
(Education Office), Joint
Honorary Secretary.

Mr. Tso Tsun-on, Joint Hon-
orary Secretary.

Such persons as may wish to
avail themselves of the assistance
of the League should apply to
one of the Honorary Secretaries
with a view to obtaining a letter
to the Secretary of the League in
London.

ROUND THE CINEMAS

NANCY CARROLL AS A
DRAMATIC ACTRESS.

"LAUGHTER."

As a dramatic actress of the
screen, Nancy Carroll is making a
strong bid for honours in that
category.

In "Laughter," the Paramount
talkie now playing at the King's
Theatre, Miss Carroll scores a great
triumph, her most recent success
being "The Devil's Holiday" with
Phillips Holmes. Her ability to
act in dramatic roles is more than
evidenced in "Laughter."

Her leading man is Fredric
March, who gained fame in "Sarah
and Son," "The Marriage Play-
ground," and "True to the Navy."
One has judged March as an actor
capable of handling serious roles,
but in "Laughter" he intimately
displays his skill as a comedian.

The story is founded on a good
theme. Miss Carroll is in love
with a poor musician, and so she
marries an elderly and wealthy
banker (taken by Frank Morgan),
who simply dotes on luxuries. Her
happiness is found not in love but
merely in gorgeous jewels and rich
finery. . . . One day the musician re-
turns from Paris unexpectedly, and
his entry into the Morgan home
immediately changes the atmos-
phere. As the picture is unwound,
we see that Miss Carroll confesses
that her happiness is all pretended,
and that she is "dying" for laugh-
ter. It would be unfair to tell the
rest of the narrative here.

As the musician, Fredric March
is splendid, whilst excellent support
comes from Glen Anders, Diane
Ellis, Leonard Carey, and Ollie
Burgoyne.

The programme also includes a
Paramount pictorial, and a screen
song, which features George Dewey
Washington.

"A MAN FROM WYOMING."

War time exploits of the Ameri-
can Engineer Corps are effectively
reproduced in Gary Cooper's latest
starring film "A Man From Wyom-
ing," showing at the Central
Theatre to-day, in which the gal-
lant Gary portrays a captain in
that famous branch of the A.E.F.
of America.

A pontoon bridge 150 feet long
and 16 feet wide was smashed by
shell-fire explosions for one of the
scenes. The bridge was built over
a stream, the outlet of Malibu
Lake in California. Dynamite
blasts, producing the effect of ex-
ploding shells, sent the structure
flying into splinters, the force of
the explosions throwing huge
chunks of timber 50 feet and more
into the air. Safety lines were
drawn fifty yards around the
bridge for the protection of work-
ers while Cooper and his men dar-
ed death and possible injury work-
ing in the scene.

An ambulance was sunk to a
watery grave in another scene.
The ambulance was sent speeding
over the bridge until it reached a
point at which a bomb had been
planted. The explosion turned the
car on its side and tore a gap in
the bridge. Cooper and his squad
of engineers then rushed on to the
bridge and with a mighty heave

ho sent the automobile into the
ten feet of water. Such were the
methods, engineers were compelled
to resort to during the war to keep
bridges and roads clear for the
troops and supplies.

June Collyer is the tallest girl
played opposite to Gary, who
stands 6 feet 2 inches. Miss
Collyer as the society girl ambu-
lance-driver, measures 5 feet 5
inches with whom Gary, a captain
of the engineers in the scene, is
in love. Others who support the
cast are Regis Toomey, James
Durkin, E. H. Calvert, Mary Foy,
Ed Deering and Morgan Farley,
all noted cinema players.

More than 250 ex-Service men,
including 100 who served in the
Engineers Corps, appear in the
battle scenes. They were recruit-
ed from the American Legion and
other ex-service organisation in
Hollywood.

The picture, on the whole, is a
fine production, with par-real war
scenes. It has given justice to the
men of the Engineer Corps who
have seen action in the world war.
Paramount research department
in preparing for this Gary Cooper's
latest picture, discovered the fact
that these troops were increased a
hundredfold during the war and
the ratio of death casualties in the
battle among officers to similar
casualties among enlisted men was
higher with the engineers than
with the infantry, artillery or
cavalry.

There was a regiment of en-
gineers with each division of sol-
diery. In case of an advance, the
engineers went forward with the
division, bridging streams, repair-
ing roads, consolidating the cap-
tured enemy positions by revers-
ing their face and repairing shell
damages. . . . In the case of retreat
they form part of the rear guard,
demolishing roads and bridges or
erecting obstacles to delay the
enemy pursuit. While all special
troops were spared as much fight-
ing as possible, the engineers were
always regarded as available to be
used as infantry in case of emer-
gency, and were frequently detail-
ed to hold and defend by hard
fighting the trenches they had con-
structed. A romantic love story
adds more interest to the picture.

"The Man From Wyoming,"
which is showing at the Central
Theatre to-day and to-morrow, has
an equal appeal to any class of
people as to ex-service men.
Everybody should see it and ap-
preciate it. It is a treat to see the
gallant Gary Cooper as a soldier
now, and then see him as another
kind of hero again in "Fighting
Caravans," another 1931. Paramount
production which is coming to
Hong Kong very soon.

"PRINCESS AND PLUMBER."

Romance up to date is the theme
of the new Fox Movietone, "The
Princess and the Plumber," featur-
ing Charles Farrell, which opens
at the King's Theatre next.

Time was when only a prince
could marry a princess, but in
these modern days almost any-
thing can happen. This is es-
pecially true in Daritzia, a little
Balkan principality, whose lonely
princess is Maureen O'Sullivan.
The arrival of a young American
engineer and the ensuing love
affair makes the film highly enter-
taining, with plenty of comedy and
surprises occurring before the
final fade-out.

CALCUTTA OUTRAGE.

Brahmo Missionary's Widow
Strangled.

Mrs. Soudamini Majumdar, widow
of the Rev. Pratap Chunder
Majumdar, a coadjutor of Keshub
Chander Sen, the founder of the
Navabidhan Brahmo Samaj, was
found strangled on her bed at her
house at 34, Upper Circular Road,
Calcutta.

An almirah in the room was
found open and its contents were
strewn about on the floor. From
this it is believed that robbery was
the motive of the crime.

This is the second murder of a
similar nature which has been com-
mitted in the jurisdiction of the
Amherst Street police station,
within a week. In the first case
the mother of Mr. B. C. Bose, an
advocate of the Calcutta High
Court, was strangled at No. 1,
Patuatola Street.

Mrs. Majumdar, who had the re-
putation of being a rich woman, had
lately made a trust of her entire
property, worth about Rs. 50,000,
for the benefit of the Navabidhan
Samaj.

She was 84 years old.

Ten Years Ago.

(From the "China Mail" of
June 11, 1921.)

To-day's dollar is worth 2/7½.

The Fourth Submarine Flotilla
serving on the China Station sent
the sum of \$296-17s-6d. to be dis-
tributed among the necessitous
dependants of the men who lost
their lives in Submarine K9.

HOW REVOLUTION IN CHINA BEGAN.

Rotarian's Hankow Experiences.

IN BRITISH CONCESSION.

"Hankow before and after the Chinese Revolution" was the subject chosen by Mr. G. G. Franklin for his address to the members of the Singapore Rotary Club at their weekly tiffin at Raffles Hotel.

In the course of his address, Mr. Franklin said:

"The Foreign Concessions adjoining the native city of Hankow each are about half a square mile in area, and following one another along the banks of the river, thus form a little foreign town with a three mile frontage to the river, and extend about 1/4 to 1/2 a mile back from the river. Each of the foreign concessions was run as a little part of its own country. Each Consul-General was not only the sole magistrate and judge, both for civil and criminal cases, but he had the power of vetoing any rules or regulations. Each concession had its own Municipal Secretary, Municipal Councilors, Sanitary Department, police force, fire brigade, etc. We had a Victoria Hall in the British Concession where an occasional travelling company and the A.D.C.s from all the Concessions used to perform.

Cheap to Live in.

"I arrived at Hankow in April, 1911, and found the river almost up to the top of the bank. A little later it came over the top, and for some weeks the road in which I lived was one or two feet under water. There was no water supply, and every house had to fetch its own supply from the river in buckets, and allow it to settle in big kunks in the backyard. I found Hankow a very cheap place to live in as not only was food very cheap, but smokes and drinks also, as in those days there was only a 5 per cent. ad valorem tax to be paid on anything imported from abroad. Another thing which kept the economy was that there were only two clubs to belong to, one the Town Club in the British Concession and the other the Race Club in Chinese territory about half a mile from the back of the Japanese Concession.

"This Race Club was, I think, one of the finest clubs I have ever belonged to. It had a fine club house, including a full-sized swimming bath, which was covered over and used as a ball-room during the winter months. It had, I suppose, two or three square miles of ground, and on this there was a racetrack 1 1/4 miles round, an 18-hole golf course, 20 tennis courts, a cricket ground, two football grounds, a bowling green, and clay-pigeon shooting.

"The total foreign population of Hankow, excluding the Japanese, was, I suppose, not more than 600 or 700, including women and children. Everyone, however, seemed to pull well together, both socially and in business, one got to know almost everybody in a very short space of time, and I found it a very cheerful and friendly life.

"Beginning of Revolution. "I sported a dog-cart in those days, and coming back from the Race Club at about 8 p.m. on October 10, 1911, a day that will always be famous in Chinese history, I saw a big crowd on the bank of the British Concession, and got out to see what it was all about. I found that they were looking at some big fires which were blazing in Wuchang on the opposite bank of the river, and listening to a continuous rattle of rifle and machine-gun fire.

"We went to bed that night wondering what was happening, but at about 3 a.m. the next morning our Consul-General got news that a mutiny had broken out among the troops. Wuchang not only being the capital of the province, but also a big garrison town. The mutineers had set fire to the barracks, and to many of the Government offices, but a certain number of the troops had remained loyal, and the fighting going on was between these two parties.

"This was the commencement of the revolution, which ended in the abdication of the Emperor and China becoming a Republic. Our Consul-General had the general alarm sounded, and in a short space of time the volunteers and firemen had collected at their respective rendezvous, practically every able-bodied Briton being a member of one or other of these two forces. Two British gunboats in port also landed parties, and the senior naval officer took command. We were mobilized at once, and for the next six weeks I slept on the floor of the Victoria Hall, and did four hours' picket duty at night, and various fatigue duties in the day time.

"Our first duty was to barricade the entrances to the Concessions, and to prevent anyone entering, especially men in uniform with arms. No coolies were available, so we had ourselves to get the bags of sesamium seed, and other material to construct them with. I found humplung bags of seed weighing 120 lbs. at that hour of the morning, and on an empty stomach, rather hard

work. By about 8 o'clock, however, we had erected very decent works at all necessary points, and it was probably a very wise precaution, as by this time parties of loyal soldiers who had evacuated Wuchang had got to the Hankow side, and were making for the main railway line to Peking. With the aid of European missionary interpreters, of which there were a fair number available, we managed to persuade these gentry that although passing through the Concessions was a short cut, it could not be permitted. There was no trouble, but possibly our barricades, and the pickets armed with rifles and machine-guns, assisted our interpreters in their peaceful persuasions.

The Burning of Hankow.

"The rebels, as we called them then, pursued the Imperialists up the Peking line, and there was a great scrap, lasting all day, in the open country—at the back of the Concessions. The same thing happened about three days later when the Imperialists, having gathered reinforcements, drove the rebels back into Hankow City, and eventually to Hanyang and Wuchang. To get them out of Hankow the city was fired, and burnt for two whole days and three nights. I do not know if any of you have seen a town of 800,000 inhabitants on fire, but it was an awesome spectacle, about seven-eighths of it being entirely burnt out. The small part that was left adjoined the British Concession so fortunately the fire did not reach our boundaries.

"After about the first three weeks the fighting more or less stabilised. The Imperialists occupied the North bank of the river, except Hanyang, and the rebels Wuchang and the South bank. A lot of bombardment and raiding took place at different times, but no great change resulted and about six months later an armistice was arranged, and the change to a Republic gradually became accomplished.

"For the first few weeks the foreigners living in the Concessions felt a certain amount of anxiety, as we had no idea as to how all the trouble was going to end. The wires were cut, steamers, except an occasional one bringing food and stores, stopped running, and but for the wireless on the gunboats, we were entirely isolated. In consequence, all women and children were sent to Shanghai, and had to remain there for some months. In about six weeks' time a force of about 300 infantry, sappers and gunners arrived from Hong Kong to garrison the British Concession, a force of about 200 Russian soldiers and a regiment of Japanese soldiers arrived and were stationed in those Concessions. We felt fairly safe then, and the volunteers were relieved of night-duty, and allowed to return to their own beds, the Victoria Hall being used as barracks for the British troops.

"No Anti-Foreign Feeling. "As a matter of fact no anti-foreign feeling developed at any time, both sides seeming anxious to do nothing to implicate us in the trouble, but those in authority were not always able to control their men, and besides the stray shot and shell which naturally came our way during the scraps already mentioned, there was a lot of intentional sniping. Many houses were struck by shells, over 20 Chinese were killed in the streets of the Concession, and many were wounded. No foreigners, however, were killed, and only two were wounded. So we were lucky. In about April, 1912, business recommenced, and life soon became more or less normal again. It seemed very dull after what had been very stirring days.

EX-KING FERDINAND.

Alleged Payments By Germany.

The Socialist Deputies in the Reichstag have asked the Government to state whether, as the Communists have asserted, ex-King Ferdinand of Bulgaria has received a subsidy or other payments from the German Government, and particularly whether he has been paid a sum of £25,000 this Spring.

If the reply be in the affirmative, a statement of the grounds for such payments is requested. When the question was first raised the ex-King's agents stated on his behalf that it was untrue that ex-King Ferdinand had received a sum of money from Germany for joining the Central Powers in 1915. On the contrary, Bulgaria has herself released Germany from her obligation under the military convention to pay £10,000,000 down as a war subsidy and thereafter £2,500,000 a month.

On the other hand, the King had been partially compensated for the loss of his extensive properties in the territories of the Entente by the German Government. This compensation, it was stated, covered only a small fraction of the sum, the King had lost.

SURGERY IN THE PAST.

Ancient Methods Not Inferior.

LORD MOYNIHAN'S VIEWS.

Pharaoh suffered from acute appendicitis. There are instances on record of surgical tuberculosis thousands of years ago.

The treatment for fractures 3,000 years ago was in no way inferior to that of the present day. These were among the statements made by Lord Moynihan in a lecture on "Ancient Medicine and Surgery" under the auspices of the London Society recently.

Lord Moynihan said that the sources from which they derived their knowledge of ancient medicine and surgery were the bones of individuals who had died as long ago as 500,000 years, the mummies from ancient Egypt, the drawings of prehistoric and early historic times in caves and tombs, and the writings of poets, playwrights and physicians, some of them of the highest value.

Similar Disorders.

The study of material from all these sources showed that disorders very similar to those now attacking mankind were very ancient enemies, and that until comparatively modern times almost identical views as to their nature, origin, and method of control were held in countries far apart.

He showed how Pithécantropus was already the victim of a certain muscular disorder—how the Heidelberg tuberculosis (Neanderthal man, he suggested, like so many people to-day, was compelled to drink milk infected with tuberculosis); how chronic osteo arthritis occurred in the Nile valley thousands of years ago, and was so characteristic that the determinant of old age was the figure of a bent, crippled old man.

Fractured Hand.

The hand of the aunt of Tutankhamen showed signs of a healed fracture. It was a big, strong muscular hand for a woman, commented Lord Moynihan, and this particular bone was very rarely fractured unless the hand was conveying a blow with a good deal of force. These facts gave rise to interesting conjectures as to the domestic life led by the lady!

No orthopaedic surgeon in the world to-day could get a better result from a fractured forearm than was achieved 3,000 years ago in the case of a young girl who had broken both forearms and had presumably died of other injuries, for the bones were only just uniting and the splints and bandages were still in position.

As the bandages were unwrapped, they showed the exact methods by which splints made from Nile reeds were applied and the accuracy of the resulting alignment.

Hardened Heart.

The Pharaoh of the Oppression suffered and probably died from acute appendicitis. Examination of his heart gave an ocular demonstration of the Old Testament statement:—"And the Lord hardened the heart of Pharaoh."

The aorta was found in such a well-preserved state that Mr. S. G. Shattall, of the Royal College of Surgeons, was able to make sections of it and compare them with those made from a man recently dead. No pathologist could tell which was the ancient and which was the modern vessel. Both were attacked by the disease atheroma, a condition in which calcium salts were deposited in the cells of the vessel, making it rigid and inelastic.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social.
Saturday—Hotel Cecil, Special engagement, of Prof. A. Barna, world-renowned cymbalist, at dinner dance.

Entertainments.

To-day—King's Theatre;
"Laughter" Theatre;
To-day—Queen's Theatre;
"The Show of Shows" Theatre;
To-day—Central Theatre;
"A Man From Wyoming" Theatre;
To-day—Majestic Theatre;
"Vagabond Lover" Theatre;
To-day—World Theatre;
"The Cook-eyed World" Theatre;
To-day—Star Theatre;
"Wild Company."

Meetings.
June 15—Peak Tramways Co., Ltd., Hong Kong Hotel.
June 17—Lane, Crawford, Ltd., Exchange Building.

June 17—Indo-China Steam Navigation Co., Ltd., Messrs. Jardines, noon.
Home Mails.
To-morrow—Inward from Europe via Siberia (Shinyo Maru and Katori Maru) from Europe via Negapatnam (Hakone Maru).

Saturday—Outward for Europe via Marshelles (Katori Maru), 9.30 a.m.; for Europe via Siberia (President Jefferson), 5 p.m.
Lammerts' Auction.
June 17—18—Metropole Hotel furniture, 22, Ice House Street, 10.30 a.m.

Sports.
See Sports Diary on Page 8.

AUSTRALIA'S DEBT.

VOLUNTARY CONVERSION PLAN APPROVED.

Melbourne, Yesterday. After approving the scheme of voluntary conversion of the internal debt, with a general reduction of expenditure, the Premier's Conference concluded optimistically.

An important decision reached was that holders not prepared to convert must notify their dissent within a fortnight from the launching of the appeal, otherwise their stock will be automatically converted.

A sub-committee consisting of Messrs. Scullin, Lang and Hill (Premier of South Australia) was appointed to discuss the question of New South Wales' re-entry into the Loan Council.

The Opposition promised wholehearted support of the voluntary conversion campaign.

Banks and insurance companies holding £219,000,000 of the total of £556,000,000 loan stock are prepared to convert.—Reuter.

DOCKYARD RETRENCHMENT.

Kobe, Yesterday. Owing to the stress of economic conditions the Kawasaki Dockyard Company are discharging 3,000 out of their 8,400 employees. This step has become necessary owing to the absence of orders and the need of making financial adjustments.—Reuter.

pointed in the cells of the vessel, making it rigid and inelastic. I did not expand adequately to the stream of boy coming from the heart. Mental changes went with this rigid arterial system. There was a narrowness and rigidity of outlook, a lack of enterprise and initiative.

NEW ADVERTISEMENTS.

NOTICE.

BILL OF LADING No. 61 issued by the NIPPON YUSEN KAISHA and covering 5 Drums Cable Marked

C. L.
C.C.C.C.
P. Co.

HONG KONG FOR KOWLOON.

Shipped from London per s.s. Kashima Maru destined for the Port of Hong Kong dated 21ST NOVEMBER, 1930, (original copy only) has been LOST and same is now considered null and void.

TO ALL WHOM IT MAY CONCERN.

MESSRS. CHAU CHIK-SUN, CHAU SHING-WO & LAU YAU-KEE are no longer connected with my firm, and have no authority to act on my behalf in any capacity whatsoever, and I am not responsible for any of their debts.

A. W. MILLAR,
Building & General Contractor,
No. 134, Lockhart Road,
Wanchai.
Hong Kong, June 11, 1931.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 15th day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Locality	Approximate Measure	Containing	Annual Rental	Upset Price
1	Lot 1, Prince Edward Road, New Kowloon, near the intersection of the road with the railway line.	1/2 acre	about 1/2 acre	27,000	218
				per acre	54,000

MONEY LEFT.

PROPERTY IN HONG KONG WORTH \$13,300.

Letters of administration of the estate of Ngo Yik-lau, alias Gow Gow Chin, alias Oh Jan, deceased, has been granted by the Supreme Court to his widow, Kwan Shi, of Ho Nan Li village, Hoi Ping, Kwangtung, now residing at 273, Des Voeux Road Central.

Mr. Ngo died intestate on board the s.s. On Lee whilst on a voyage from Hong Kong to Pakhal, San Wui, Kwangtung, on January 13, 1930, at the age of 60 years, leaving property in Hong Kong worth \$13,300. Besides his widow, he is survived by three sons and a daughter.

"Mac's"
Cafeteria

THE HONG KONG & SHANGHAI HOTELS, LTD.

(Incorporated in Hong Kong)

WILL BE
TEMPORARILY TRANSFERRED
TO THE
FIRST FLOOR DINING ROOM
(during structural alterations)
FROM
MONDAY, 15th JUNE, 1931.
A
COOL
AND DELIGHTFUL
ENVIRONMENT.

Columbia RECORDS A New Standard of Realism.

DX187—Masaniello—Overture Milan Sym. Orch.
DX211—A Venetian Barcarolle Squires' Celeste Octet.
DX105—A Musical Jig-Saw Regal Cine Orch.
DX73—A Country Girl—Vocal Gems Columbia Light Opera Co.
DX7—Caprice Viennese—Violin Solo Naumt Blind.
9878—Faust—Valse—Prelude Milan Sym. Orch.

THE ANDERSON MUSIC CO., LTD.

RED LETTER WHISKY

FOR ITS PRICE, FAR AND AWAY,
THE BEST WHISKY IN THE FAR EAST.

Sole Agents—
CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong.)
Prince's Building, Telephone 20075.
Ice House Street.

HOTEL CECIL

Special engagement of PROFESSOR
A. BARN, WORLD RENOWNED
CYMBALIST, to play Cymbal, Metallophone, Xylophone & Glasses.

at **DINNER DANCE**
on SATURDAY, 13th JUNE, 1931.
PARAMOUNT ORCHESTRA.
— ALSO SPECIALTY DANCES —
BOOK NOW. \$3.00 A COVER.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (opposite G.P.O.)

Agents for:— ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

MARTELL'S BRANDIES

V.S.O.P.
CORDON BLEU
(over 35 years old)

THREE STAR
V.V.E.S.O.P.

BOTTLED IN
COGNAC AND
COGNAC AND
GUARANTEED
PURE GRAPE
BRANDY
BY
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GANDE, PRICE & CO., LTD.
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DIAL 2013.

KING'S THEATRE

HONGKONG'S FINEST CINEMA

SHOWING TO-DAY
AT 2.30, 5.10, 7.15 & 9.30 P.M.

A WORLD OF WEALTH—
OR A WEALTH OF LOVE?



RECKLESS IN LOVE FOR
THEY LOVE

LAUGHTER

WITH
NANCY CARROLL

A Gaymount Picture

WITH

FREDRIC MARCH

FRANK MORGAN

And when she finds the only
man whose love means
"Laughter" to her—it's almost
too late!

See this courageous fight of a
woman for love!

With the brilliant star of "The
Devil's Holiday," and the hero
of "Manslaughter," Fredric
March.



In "THE DEVIL'S HOLIDAY," Nancy Carroll proved that
she is a dramatic actress of limitless possibilities. Now
comes "Laughter" to further clinch her claim to dramatic
pre-eminence.

BOOKING AT THE THEATRE.

Tels.: 25313 & 25330.

The special **COOLING PLANT** is
NOW WORKING. Patrons will
find that they may view future
screenings under the most pleasant
and comfortable conditions even
during the **HOTTEST DAY** in
the Summer.

Majestic THEATRE

NATHAN ROAD, KOWLOON

TO-DAY AND
TO-MORROW

At 2.30, 5.20, 7.20
& 9.20 P.M.

His Voice Alone Enthralls



You...
AND NOW
COMES THE
MAN HIM-
SELF...
REAL AS LIFE
ON THE
TALKING
SCREEN!

THRILL
to beautiful
Belle Blue
LAUGH
with charming
Mala Decker
HEAR
the music of
golden tones

RUDY VALLEE

and the CONNECTICUT YANKEES

The VAGABOND LOVER

CURRENT SPORTING GOSSIP

BAKEWELL BATS SUPERBLY.

Amazing Recovery at
Trent Bridge.

STUBBORN TAIL.

London, May 18.
At one period Northamptonshire, who visited Trent Bridge on Saturday, had half their side out for 18, but they effected a wonderful recovery and left their opponents to face a total of 211. The visitors, who for the first time included Smith, a young batsman formerly on the Surrey ground staff, collapsed hopelessly at the start after winning the toss. There was nothing wrong with the pitch, but Larwood, bowling at tremendous pace, took five wickets in 8.4 overs for seven runs, and there were only 18 scored when Bakewell and W. C. Brown came together.

Batting superbly, Bakewell reached 50 out of 78 in ninety minutes, and sent up the 100 in five minutes under two hours. Brown was more restrained, but when Larwood removed his middle stump he had contributed 39 out of 106 realised by the sixth-wicket partnership in eighty minutes. Bakewell, first in and seventh out, left at 126, having batted for two hours and twenty minutes. Except for a chance in the slips off Larwood at 52 he never made a bad stroke. He hit with great power in front of the wicket and had seven boundaries.

More trouble came for Notts when Matthews arrived, the new-comer, although losing Smith and Thomas, finding an unexpectedly useful helper in Partridge, and, completing 52 in seventy minutes, the last-wicket stand was not broken until 54 runs had been added in three-quarters of an hour, by which time Matthews, still undefeated, had scored 62, including eight boundaries, out of 85 in an hour and twenty-five minutes. Northamptonshire's innings lasted three and three-quarter hours, and no sooner was it over than rain stopped play for the day.

Scores:—
Northants: 211 and 78 for 2.
Notts: 302 for 3 dec.

SURPRISES FOR THE OVAL CROWD.

Startling Hampshire
Declaration.

NOT JUSTIFIED.

London, May 20.
The match between Surrey and Hampshire at the Oval ended in a draw. Surrey taking the first innings points. The influence of the present system of giving fifteen points for a win was, however, apparent in the play yesterday, in the course of which there was two remarkable declarations.

Hampshire started well. Arnold, the Oxfordshire player, who qualified for them last season, and Bailey, a left-hander from the county nursery, gained a complete mastery over the bowling and put on 127, without being separated. It was expected at the lunch interval that the visitors would go out for the first innings lead, but to the amazement of the spectators, and probably most of the players, it was announced on the resumption of play that Stephen Fry, the visiting captain, had declared Hampshire's innings closed.

What purpose this action could effect it was impossible to see, as the morning's play had shown that reasonably sound batting was fairly sure to prevail, and, as the weather remained cloudy, there was no reason to anticipate any change in the respective relations of batsmen and bowlers. Surrey, indeed, could not doubt have batted for the larger proportion of the four hours remaining, but they responded to Fry's remarkable decision by contenting themselves with seventy-five minutes' batting, in which they scored 103 runs for two wickets, and then declaring in their turn just before 3.30 p.m. Hampshire being set 222 to make in about two and three-quarter hours. They were in a serious position at 5.30, as some good bowling by Gover, who took three wickets quickly, left them with only five wickets to fall and half an hour to play in a poor light. Mead and Kennedy, however, rose to the occasion and the match was saved.

Scores:—
Surrey: 245 and 103 for 2 dec.
Hants: 127 for no-wicket dec; and 125 for 5.

SOUTH CHINA HOLD THEIR OWN.

One Victory and a Draw
in Java.

IMMENSE ENTHUSIASM.

The football team of the South China Athletic Association arrived at Batavia, Java, on Saturday, June 6 and on Sunday they were opposed to the runners-up in the Batavia Championship. The match was played under most trying conditions, heavy rain falling throughout and a hard fought game ended in a draw of five goals all. The scorers for the touring eleven were Fung King-cheung (four) and Lee Wai-tong (one).

On Wednesday, June 10, before a crowd of over 10,000, another match was played, the opponents being the champion team of Bandung. South China won narrowly by the odd goal in five, Ip Pak-wa (two) and Lee Wai-tong (one) being the goal scorers.

U.S. HORSE FOR ENGLAND.

European Tracks
Campaign.

ELLIS THE JOCKEY.

Mate, the winner of the \$10,000 Preakness Stakes, and who ran third in the Kentucky Derby recently may be seen in England soon.

The Baltimore News quotes George Ellis as saying that Mate will be sent overseas for a campaign on European tracks. Ellis says that Mr. A. C. Bostwick, Mate's owner, has asked him to ride the horse in all his races in England and France.

LAWN TENNIS.

RAIN CAUSES POSTPONEMENT
OF MATCHES.

Owing to heavy rain yesterday afternoon the mid-week programme of the Hong Kong Lawn Tennis League had to be abandoned.

Although we have no official information it is considered probable that some of the matches will be played to-day or to-morrow in order to keep to the programme as much as possible.

Our Sports Diary.

LOCAL.

WATER POLO—To-morrow—
Division I.—Royal Navy v. Borderers, 6 p.m.; Division II.—Royal Artillery v. University, 6.30 p.m.

LAWN TENNIS—Saturday—
"A" Division—
South China v. M.B.K.
I.R.C. v. K.C.C.
C.R.C. v. H.K.C.C.

"B" Division—
M.B.K. v. Reccelo.
I.R.C. v. K.C.C.
Nippon Club v. C.C.C.
C.R.C. v. University.
U.S.R.C. v. C.S.C.C.

"C" Division—
Reccelo v. Y.M.C.A.
C.C.C. v. C.R.C.
University v. K.C.C.
C.S.C.C. v. South China.
A.T.C. v. K. Indians.
H.K.C.C. v. I.R.C.

LAWN BOWLS—Saturday—
Division I.—
Craigengower v. Kowloon Docks.
K.B.G.C. v. K.C.C.
Reccelo v. Police.
Taikoo v. C.S.C.C.

Division II.—
Yacht Club v. Taikoo.
K.C.C. v. Craigengower.
C.S.C.C. v. Reccelo.
H.K. Electric v. K.B.G.C.

HOME.

CRICKET—To-day and To-morrow—
Middlesex v. Worcester.
Kent v. Northants.
Sussex v. Glamorgan.
Nottingham v. Essex.

Cambridge U. v. Leicester.
Hampshire v. Lancashire.
Gloucestershire v. New Zealanders.
Gentlemen v. Players.

Saturday, Monday and Tuesday.
Middlesex v. Northants.
Sussex v. Surrey.
Kent v. Lancashire.
Somerset v. Essex.

Yorkshire v. Gloucestershire.
Northants v. Hampshire.
Worcester v. Glamorgan.
Warwick v. Gloucestershire.

Cambridge U. v. Free Foresters.
Derbyshire v. New Zealanders.
GOLF—To-day and To-morrow—
British Ladies' Open at Portmarnock. French Open Championship at St. Andrews.

RACING—To-day—Newbury Summer Cup.

SOUTH AFRICAN'S ILL-LUCK.

Hundred Yards Time
Not Registered.

NO OFFICIAL TIMEKEEPER.

Grahamstown, May 18.
One of the unluckiest athletes in the world must be E. Joubert, the Stellenbosch University runner, who has twice covered the hundred yards in world record time, but unfortunate circumstances have attended his efforts on each occasion. After running a heat in the 100 yards inter-varsity sports at Grahamstown yesterday in 9.3-10 sec. it was found that there was no official timekeeper present. Consequently the figures will not be recognised as a world's record.

Joubert's other disappointment was during the South African championships at Bloemfontein last month, when he ran 100 yards in 9.2-5 sec. A plan of the track afterwards revealed a slight rise in the track up to thirty yards and then a decided drop for seventy yards, making a total drop of eleven inches from start to finish. In these circumstances the record could not be passed by the Executive Council.

Joubert in the university sports broke the South African record in winning the 220 yards in 21.3-10 sec., and he also won the 120 yards hurdles in 15.1-5 sec., this time being a new South African inter-varsity record.—Press Association Foreign Special.

[The world's record for 100 yards is 9.5-10 sec., established by Eddie Tolan (American).]

World's Record Broken.
Miss Gladys Lunn (Birchfield Harriers), beat the 1,000 metres world's record at the Geneva Spors Carnival, Stamford Bridge, London, her time being 3 min. 42.5 sec. The previous record was held by Miss Trickey (London Olympiads) with 3 min. 8.1-5 sec. Miss Lunn, from scratch, beat Miss D. E. Butterfield by forty yards.

FINES FOR FOUL BLOWS.

Suggestion for Coming
Title Fight.

HEAVY CASH PENALTY.

Although foul punches will not be a reason for disqualifying either boxer in the world's heavy-weight championship match between Max Schmeling and Young Stribling at Cleveland on July 3, they will not be permitted to decide the fight.

The Cleveland Boxing Commission have decided that if one of the boxers is unable to continue after a foul, neither man will be declared the winner.

A cash penalty so heavy that the boxers will be careful to keep their blows above the belt is being considered by the Commission.

PROGRESS MADE IN AVIATION.

Higher Speeds in
Schneider Cup.

EXPERT'S OPINION.

In closest secrecy, preliminary tests of the first of the new Rolls-Royce engines for this year's Schneider Trophy contest, have been concluded at Derby. One of the handful of highly-placed technical experts who have witnessed the trials said: "Every one is very pleased with the performance of the engines so far. Development since the 1929 race has given us a considerable increase of power with little or no added weight—this means still higher speeds than last time."

WATER POLO.

V.R.C. DEFEAT THE BATHING
CLUB.

In Division I of the Water Polo League last night the V.R.C. defeated the Chinese Bathing Club by six goals to nil after leading by three goals at the interval. In Division II the 12th Heavy Battery, R.A., beat the Kowloon juniors by nine goals to nil after holding a lead of four goals in the first half.

STARS

AT THE STAR TO-DAY TO SATURDAY
At 2.30, 5.20, 7.20 & 9.20

MODERN-YOUTH HAS ITS FLING!



with
FRANK ALBERTSON,
H. B. WARNER—SHARON LYNN

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At 2.30, 5.15, 7.15 & 9.20

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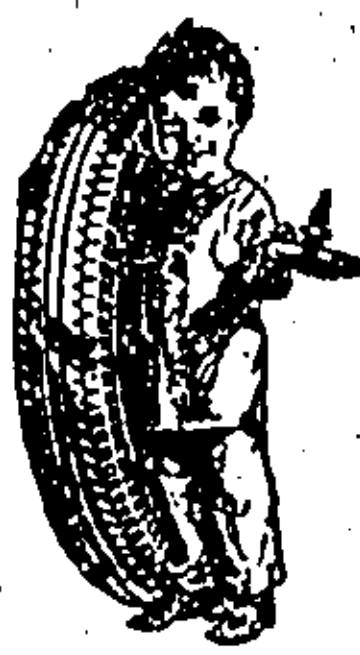
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HILLMAN WIZARD: A NEW BRITISH MODEL

DETAILS OF ENGINE, APPEARANCE AND PERFORMANCE.

But designed on extremely practical lines; tested for over 18 months under strenuous conditions both in Britain and overseas; now being built with care and precision in a modern plant created for the purpose at the Coventry works; such are essential points in the story of the new and eagerly awaited Hillman Wizard—a story which The Motor is the first journal to publish in full.

Outstanding features of this car are the six-cylinder engine, available in two sizes, the "traffic" gear-box with silent third-speed, particularly wide and roomy bodywork, handy overall dimensions, a decidedly attractive appearance, a performance well above the ordinary, and a specification which would not disgrace a \$600 car.

The family saloon costs only £270 with either size of engine.

We have ourselves tested one of these cars over a distance of 2,000 miles during the past month; the results of this trial are given in an exclusive report which follows this description.

Five body styles are available. The five bodies are as follows: A family saloon and a saloon de luxe, built by the Pressed Steel Co., of Oxford; a sports saloon of half-panned Weymann construction; a coupe cabriolet; and a five-seater tourer. The appearance of each of these cars is modern and attractive and the lines are set off by the handsome V-fronted radiator, which carries a neat badge and is chromium plated.

Wide Rear Seat And Arm Rests. In their interior dimensions and

general shape the family saloon and the saloon de luxe are practically identical. In each case the rear seat sides are recessed into the thickness of the body, so that three people of normal size can really be accommodated in comfort. The front seat, which is mounted on rails, also extends to the full width and enables three people to be carried in an emergency. The central gear and brake levers are so designed that, although not difficult to reach, they do not prevent the driver from making use of the near-side door when entering or leaving.

Each saloon is provided with six windows of ample dimensions. The windows in the doors are controlled by winders with a quick and smooth action, and the quarter windows hinge outwards at the back, providing excellent ventilation without draught. Triplex safety glass is standardized all round on the saloon de luxe and is used for the windscreen only on the family saloon.

Luggage accommodation differs materially in these two models. On the family saloon a substantial folding grid is provided above the fairing which encloses the rear tank and supports the number-plate. The saloon de luxe, on the

Incidentally, a sliding roof, neatly designed and easy to operate, is available as an optional extra, costing £7 10s.

The Chassis.

Sound construction and ingenious points of detail design are features as might be anticipated from the fact that it has been developed under the technical direction of Capt. J. S. Irving, the world-famous engineer who designed the "Golden Arrow" some years ago.

Commencing with the frame, channel-section side-members are employed, specially shaped to conform with the plan view of the body, so that it can be bolted to them directly, as already explained. These channels are braced by cross members and by the pressed-steel engine supports which rest upon self-centring Vee Brackets and are bolted thereto. A 14-gallon petrol tank is carried by steel straps at the rear, and the filling orifice is fitted with a large, quickly detachable cap. A similar cap is provided on the radiator and is much handier than the ordinary screwed variety. A 12-volt accumulator is carried in a cradle amidships.

Engines in Two Sizes.

As already mentioned, the engine is being built in two sizes which, although seeming the same externally, differ slightly in their cylinder castings in order to allow for the difference in bore. The cylinder dimensions are actually 65 mm. by 106 mm. for the smaller, and 75 mm. by 106 mm. for the larger. The resulting tax is £16 for the one

particularly easy to dismantle the semi-floating cross-shafts, bevel pinion and other back-axle components.

The braking system consists of Bandix-Perrot. Duo-servo shoes located in drums on all four wheels, and operated by a very straightforward gear. A main cross-shaft is carried in three bearings on a cross member just behind the gear box and can be operated either from the pedal or from the hand lever through pull rods and slotted yokes. From double levers at each end of this cross-shaft cables are taken to the four brakes, the final length of cable being in each case led through a flexible steel conduit. Practically no lubrication is therefore needed in the whole system. Independent adjusters are provided on each brake, easily operated with a spanner. The system is fully safeguarded against failure, not only by the high factor of safety of all the parts, but also through the way in which the controls are interconnected.

The springing system consists of Woodhead semi-elliptics and Luvax hydraulic shock absorbers at the front and rear. The springs are notable for their length and for the number of leaves employed; at the ends they are fitted with Silentbloc bushes requiring no attention.

The wire and artillery types of Rubery Oven wheel employed each have 19-in. rims and carry Dunlop tyres of 5-in. section. Each wheel is secured by five studs and nuts and, in the case of the wire type, the nuts are en-

model 65 we found that with the smaller engine the performance is unusually good for a car taxed at £16.

Quality of Comfort.

So much for features which appeal, perhaps, mainly to the enthusiast. Turning to the more humdrum virtues, a point of interest everyone is found in the comfort of the suspension system. This represents a real achievement, because soft riding has been obtained without sacrifice of stability. The car can be driven hard around corners without the slightest tendency to rolling, neither does it bounce or pitch when a bump is taken at speed. It is unusually safe on grease. Long and flexible springs, controlled by hydraulic shock absorbers scientifically located, produce these highly desirable results.

Strong Appeal Overseas.

There are many other points that will have an equally strong appeal overseas. The cooling system, for example, embodies a much bigger radiating surface than is commonly found on British cars, and consequently long and arduous ascents do not raise the temperature to anything near boiling point. Again, the induction system and carburation are so efficiently designed and heated that the engine fires evenly and pulls gamely within a very short time after a cold start and runs perfectly well on commercial spirit of low volatility. Easy starting has been thoroughly studied and tests have been made at 20 degrees below freezing point with the assistance of the famous Lucas "cold room" equipment.

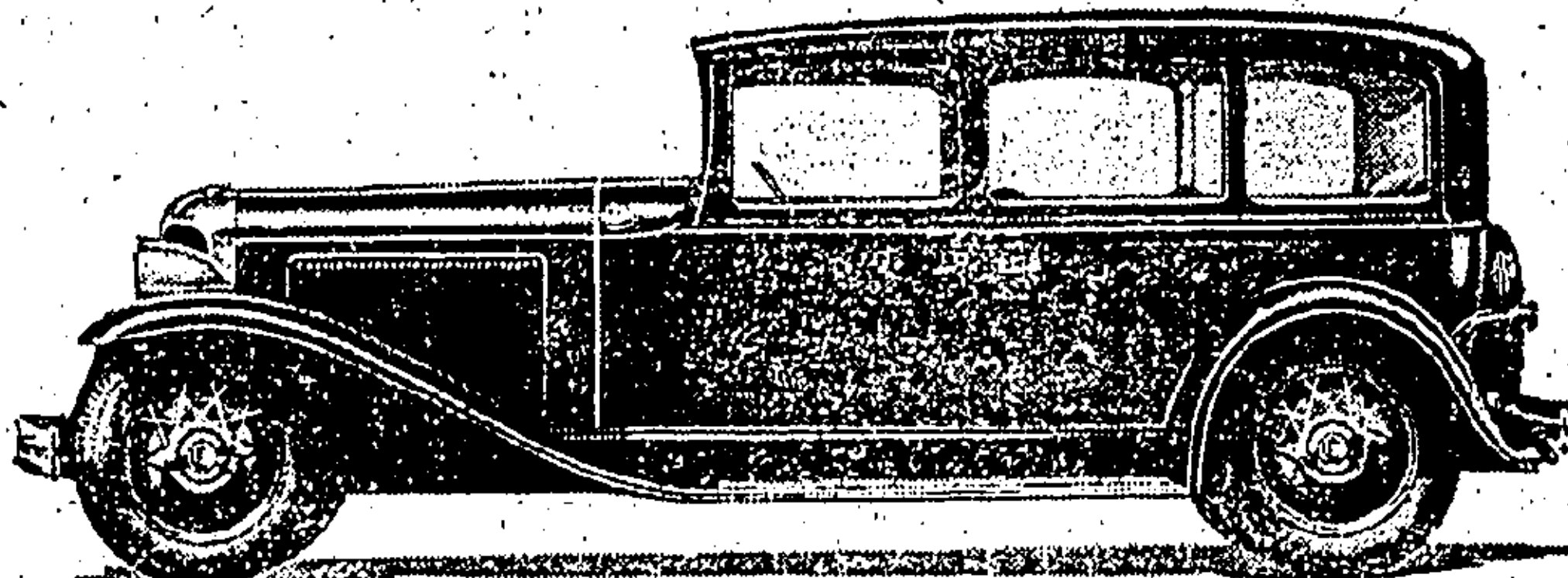
Petrol Consumption. As regards petrol consumption, this worked out at 18.2 m.p.g. during the first 1,000 miles. In the course of which the car was being run in. At the end of this period a fresh check was commenced and the figure of 19.3 m.p.g. was obtained over 900 miles. Considering that the car was driven fast for long journeys and was also taken over the hills already specified, we regard this as a very satisfactory result.

To sum up, the car is one which inspires great confidence because every detail has been so carefully designed and tested and because production in quantities has been proceeding for some weeks without a hitch. No unforeseen difficulties are therefore likely to interfere with the prompt meeting of orders.

A MOTORING ENCYCLOPAEDIA. Readers who are puzzled by many of the technical expressions employed in present-day motoring will welcome a booklet just published by The Motor. This is entitled "An Illustrated Encyclopedia of Motorcar Parts and Technical Terms." Not only are all important definitions given, but every definition is accompanied by a picture, which greatly assists clear comprehension. This attractively presented little booklet, which costs only 6d., is well worth possessing.

It is obtainable from the leading booksellers and newsmen, or from the offices of The Motor, 5-15, Rosebery Avenue, London, E.C.1.

Entirely New Chrysler Six Sedan.



This entirely new Chrysler Six Four Door Sedan on new 116" wheelbase chassis with double-drop frame resulting in low overall height of only 68" without sacrifice of road clearance or headroom. Adjustable front seat, chromium plate windshield, slanting V-type radiator, additional power and maximum roadability.

other hand, is provided with a container for luggage of large size formed in one piece with the rear panel and fitted with a hinged door which, when closed, can be opened only with a special key.

Facia Boards and Instruments. The interior of these saloon bodies is neatly finished. All four doors can be locked. The instruments are carried on a handsome white-metal panel flanked by cubby holes, the dials being, from left to right as viewed by the driver, a thermometer, ammeter, Smith clock, Smith speedometer, A. C. electrical petrol gauge and an oil pressure gauge.

At the centre of the facia board, below this panel, there is a switch controlling the Lucas five-lamp equipment, but the lever operating the dipswitch headlamps is handily mounted on the steering column, together with a spark advance lever, which is scarcely ever required as an automatic spark control is fitted to the Lucas make-and-break. The throttle setting is regulated by a turn-button control on the dash, other controls fitted here being the starter button, the strangler and a switch for the non-glare lighting of the dials at night.

and £21 for the other, and the capacities are respectively 2,110 c.c. and 2,810 c.c. A somewhat higher compression ratio is used for the small engine, the ratios being 5.3 to 1 and 6.1 to 1. The respective power outputs are 42 b.h.p. at 3,600 r.p.m. for model 65, and 51 b.h.p. at 3,400 r.p.m. for model 75; the designations adopted for the two engine sizes. Bimetal pistons, made under Zephyr licence, are employed in each case.

The flywheel carries a single-plate clutch which conveys the power to a unit-constructed four-forward-speed gearbox, in which a silent third speed is obtained by using constant-mesh gears with helical teeth mounted close to the bearings at each end of the box. The first, second and reverse speeds are obtained by sliding gears in the usual way. The starter motor, incidentally, is placed alongside the gearbox and is operated by a Solenoid switch.

The Braking System. An open propeller shaft, with Hardy-Spicer mechanical joints, conveys the power to a spiral-bevel final drive in a banjo-type steel axle. Here, again, accessibility has been carefully studied, it being

closed by chromium-plated gates. The spare wheel is carried on a stout bracket at the rear side.

2,000 Miles On The New Hillman. Some weeks ago a member of the motor staff took over a saloon de luxe from the factory, and this car, travelling incognito with camouflaged radiator and with badges removed, has since covered over 2,000 miles in our hands, including severe tests at Brooklands track, in the Lake district and in Devonshire. In the course of this trial maintenance work has consisted of two rounds with the grease gun and the addition of three quarts of oil to the engine. The brakes have not been touched, the tool-kit remains unopened, no water has been added, and the engine is running as quietly as at the outset.

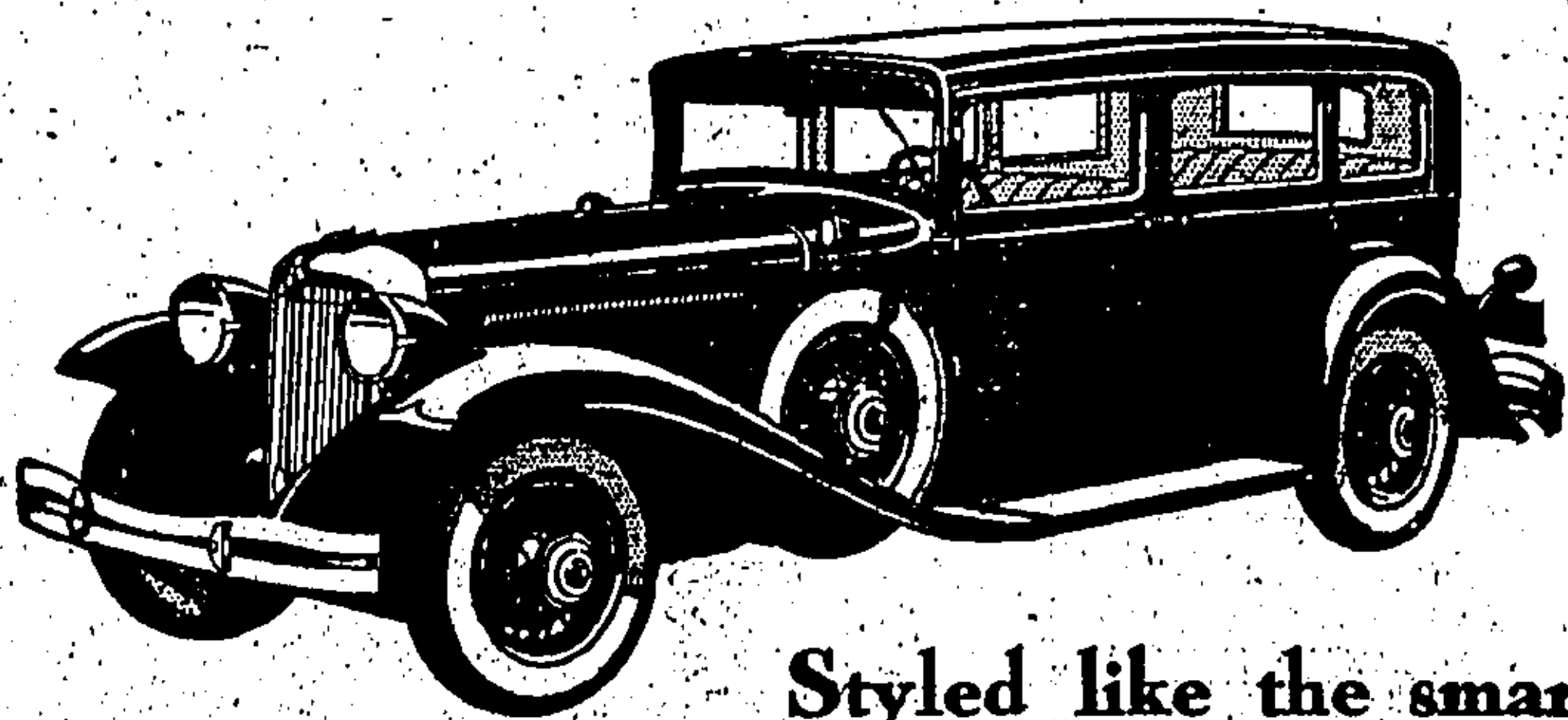
The car selected for trial was the saloon de luxe "model 75."

Our remarks on the performance of this car are, of course applicable to the smaller model 65 as regards brakes, springing, steering gear, bodywork, and so on, all these features being identical. The larger engine naturally gives somewhat better acceleration, but in carrying out a short test of

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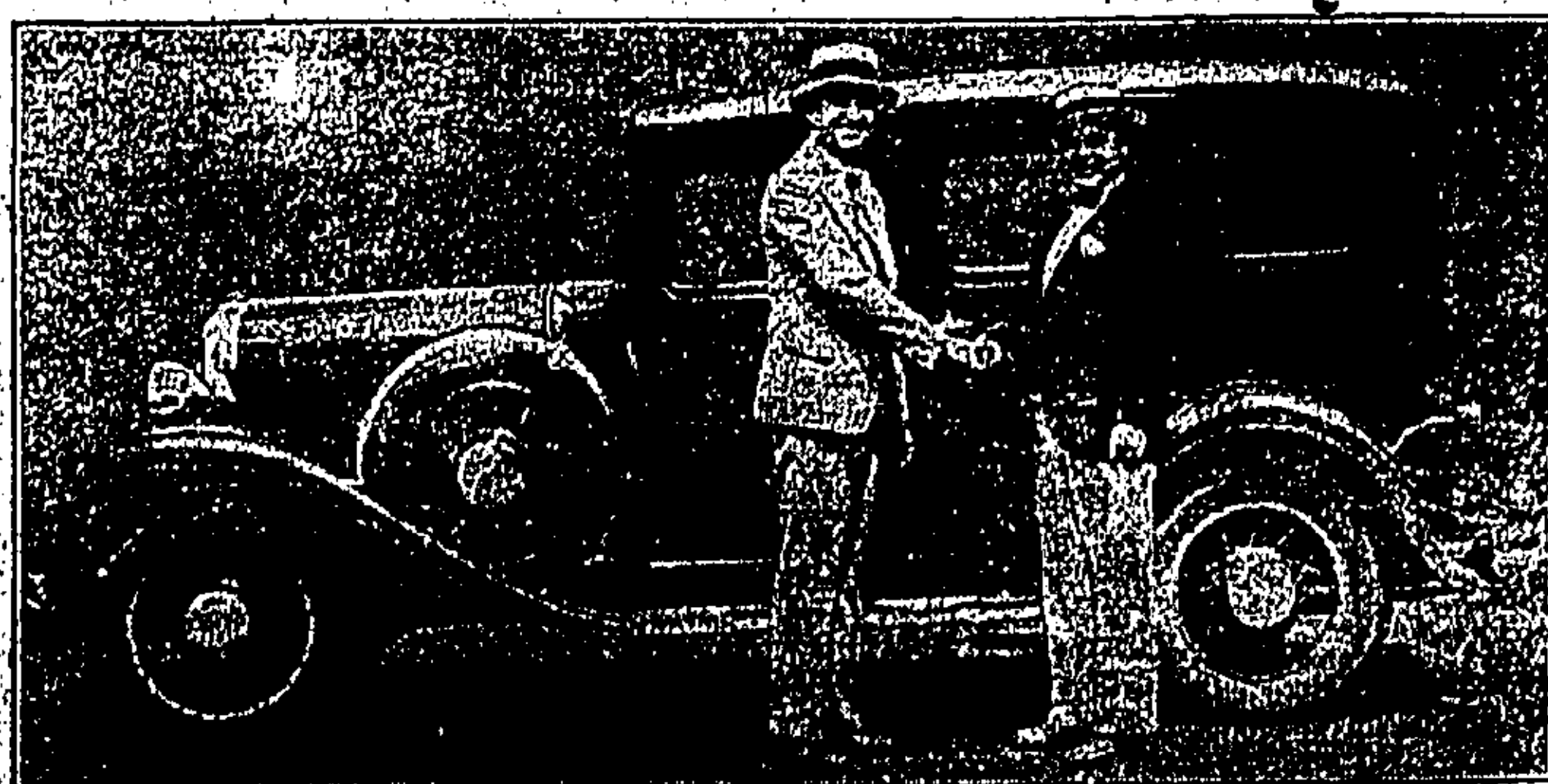
cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six as outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

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Firm Purchases Its 1000th De Soto.



The Saunders Drive-It-Yourself system that operates motor cars for hire by the hour or day in many parts of the United States recently purchased its 1000th De Soto car at its Cleveland branch office. Under this system, cars are rented to responsible parties who drive the cars themselves. Their dependability and economy under all operating conditions and with all types of drivers made De Soto the logical choice for this kind of business. F. P. Baker (left), manager of the Saunders office in Cleveland is taking delivery of the De Soto sedan from L. P. Jones, De Soto Dealer.



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SINCERE'S

DRIVING IN TRAFFIC

Creatures on the Road That Perplex One.

[By W. A. Darlington.]

Driving a car in city traffic is an art in itself which bears no very close relationship to ordinary motor-driving. You hear again and again of famous racing motorists who say that driving a car through the streets of London frightens them to death.

On the other hand, you often come across people who will tell you that while they dislike driving at speed in the country, traffic-driving gives them real pleasure.

I know one woman who, whenever she is oppressed by domestic affairs or financial worries, always gets out her car and goes for a drive round Mayfair. She says it soothes her nerves.

I am something of her way of thinking. To me, traffic-driving has a fascination all its own. It introduces you to a new London.

As a passenger in buses, taxis, or other people's cars I had been accustomed to seek my entertainment from the life of the pavements, just as a passenger on a river steamer amuses himself by observing the life that goes on along the banks. But now I was a passenger no more. I was an owner-driver, and as such, a member of quite a new community.

No longer had the life of the pavements any interest for me, except in so far as it provided me with a succession of landmarks whereby to direct my course. All my attention was for the road, and all the familiar objects upon it, which now, seen from a new angle, seemed so oddly unfamiliar.

I began to classify my fellow-beings, not according to their position in the social scale nor even in the animal kingdom, but simply according to their merits—or demerits—as road-users. Broadly, I began to separate them into categories of sheep and goats, which worked out something like this:

Sheep (in decreasing order of merit):

Bus drivers—especially the General men.

Experienced owner-drivers.

Chauffeurs when driving their employers.

Pedestrians, in the main.

The more intelligent kinds of dog.

Goats (in increasing order of demerit):

Taxi-drivers.
Chauffeurs with empty cars.
Inexperienced, evil-minded or female owner-drivers.
Vans.
Unsupervised children.
The baser varieties of dog.
Cats.
Old women.

This is my own list. I do not expect all other owner-drivers to agree with it in detail. I shall certainly be told that by lumping the women drivers all together among the goats I am displaying the worst kind of sex bias. I cannot help that. I am speaking of traffic-driving, and I speak as I find. Women are just as clever drivers as men, but they tend to be a nuisance in traffic, because they are impatient and contemptuous of discipline.

Discipline—that is the key-word. Look at my lists once more, and you will find that sheep differ from goats simply in their willingness or ability to submit themselves to a code. Undoubtedly the two cleverest classes of drivers in traffic are the men in charge of the buses and through a strict training before they are allowed to ply for hire on the taxis. Both classes are put the road. But there the likeness ends.

The bus-driver is kept in order by a rigorous system, and is made answerable to his employers for every fault he may commit. He is never allowed to presume on his skill. He is given a giant's strength, but only on condition that he never tries to use it like a giant. (The taxi-driver, on the other hand, presumes on his skill all the time, and is regarded as an outlaw in consequence by all other drivers.)

The result is that the bus-driver is accepted on all hands as Chief Sheep. It is almost an axiom that if you are involved in any kind of accident with a bus, the fault is your own. Only the other day I was talking to a man who had just recovered from injuries received when he was knocked down by a London bus. He said he had only the driver's presence of mind and cleverness to thank that he was not killed outright. That is a testimonial worth having.

The private chauffeur is, with honourable exceptions, a goat in sheep's clothing. See him out with employers, and there is a positive halo round his sheepy head. But, you would say, could not melt in his get-box, so delicately does he proceed. But watch him when he is alone, or taking the house-

maid for a jaunt, and the essential goatiness of his nature is soon apparent. Horns and hoofs are manifest. He presumes on his skill as shamelessly as the taxi-driver, and is as great a nuisance. And the average van-driver is one degree worse than these, having all their presumption without a quarter of their skill.

But it is the Silly Goats that I most detest—all those classes which I have bracketed last on my list. They have neither sense nor skill. They leave that entirely to other people.

Between the various kinds of Silly Goats there is no differentiation. They vary in kind, but not in degree. They are all equally to be feared.

The children one can forgive. They will know better some day—those who survive, that is. Meanwhile, it is an abiding wonder that the race does not die out. I happened to be in Lambeth Road the other day when Archbishop Taft's Infant School was dispersing after the day's toil. In spite of a strong bodyguard of parents and guardians, and the firm paternal ministrations of a large policeman, the roadway became black with Archbishop Taft's infants, dashing for the further pavement on unsteady short legs, for the most part with their eyes tight shut.

I have marked the spot down for future reference as a place where the wise motorist will proceed with all the caution at his command. There are several such places in my mental map of London. I know them as Streets of the Unholy Innocents.

Cats, now. There is simply no knowing what a cat will do once it gets on the roadway. Unlike dogs, which for the most part understand and follow the traffic regulations, your cat has no idea that the roadway has not been laid out specially for it. It crosses the road in front of your wheels with a magnificent detachment.

You hoot at it, and what happens next is a matter of how the cat happens to be feeling at the moment. Sometimes it utters a shriek and bolts, running up one side of the nearest house, over the roof, down the other side, and finishing with an attack of hysterics in the back garden. Sometimes it takes no notice at all.

I once pulled up for a phlegmatic animal of this kind, which promptly came and rubbed itself confidently against my front tyre. I notice that the new Traffic Act takes into consideration this unaccountability of the cat. It gives a long list of kinds of animal over which you may not drive your car, but the list makes no mention of cats. It is a welcome touch, revealing that somewhere behind the legal phraseology of the Act are human beings who know the road.

As for old women—but here words fail me. There are, after all, limits to the things that may be printed in a journal for general consumption. I must keep to myself what I think of old women in traffic. The male ones are the worst.—London Telegraph.

LIQUID OIL PERIL.

Views on Commons Debate.

In the course of a debate in the House of Commons on the Navy Estimates, recently, Lieut-Commander Kenworthy moved an amendment pointing out the need (for strategic and economic reasons) for energetic steps to be taken to encourage the use of oil fuel for the Royal Navy from our own coal.

The Motor, having published an article on this subject immediately following the debate, has this further comment on the matter:—

"The mover of the amendment made a very powerful speech revealing a thorough knowledge of the whole subject. He was followed by Mr. Hayday and Rear-Admiral Beamish, and all the speakers who took part in the debate stressed, as we did in our article, the precarious situation which would arise if only a part of our overseas supplies of liquid fuel were to be cut off. So extensive now is our use of oil in its widest sense that, as Lieut-Commander Kenworthy pointed out, if our supplies were cut off the Army would be completely immobilised, the Navy would cease to function, as would 80 per cent. of the gross tonnage of the Mercantile Marine, and the life of the whole community in this country would be crippled.

"That this is no exaggeration is proved by the startling fact that today only 2 per cent. of our oil supply is produced within the British Empire. The debate was one that was vitally needed, for the national importance of the matter has been too long overlooked, although it is so obvious when the fact is realised that in every phase of mechanical progress within recent years we have definitely thrown over one prime mover for another and in doing so oil has become the dominant

ing factor. We cannot change over again and we must depend upon oil because there is no alternative.

"If we deal with this subject in its widest national aspect its seriousness is apparent; but when we concentrate upon any single section of the many national activities we find the gravity no less obvious. The road transport industry, for instance, would promptly react to a mere curtailment of supplies of liquid fuel, and the number of other industries to be immediately affected as a consequence would be legion.

"The subject has at last been dealt with at some length in Parliament, but it has received nothing like the publicity in the general Press that its importance deserves. The mere fact has been stated by some journals that Lieut-Commander Kenworthy's amendment was withdrawn. This is true, but it was not because the subject had become in the slightest degree less important as a result of the reply of the Civil Lord of the Admiralty, who readily accepted the amendment. It was merely on the ground that the mover of the amendment recognised that the question of encouraging development was outside the purview of the Admiralty. It is very much within the purview of the present or any future Government to stimulate by every means the production of coal oil in the interests of the nation as a whole."

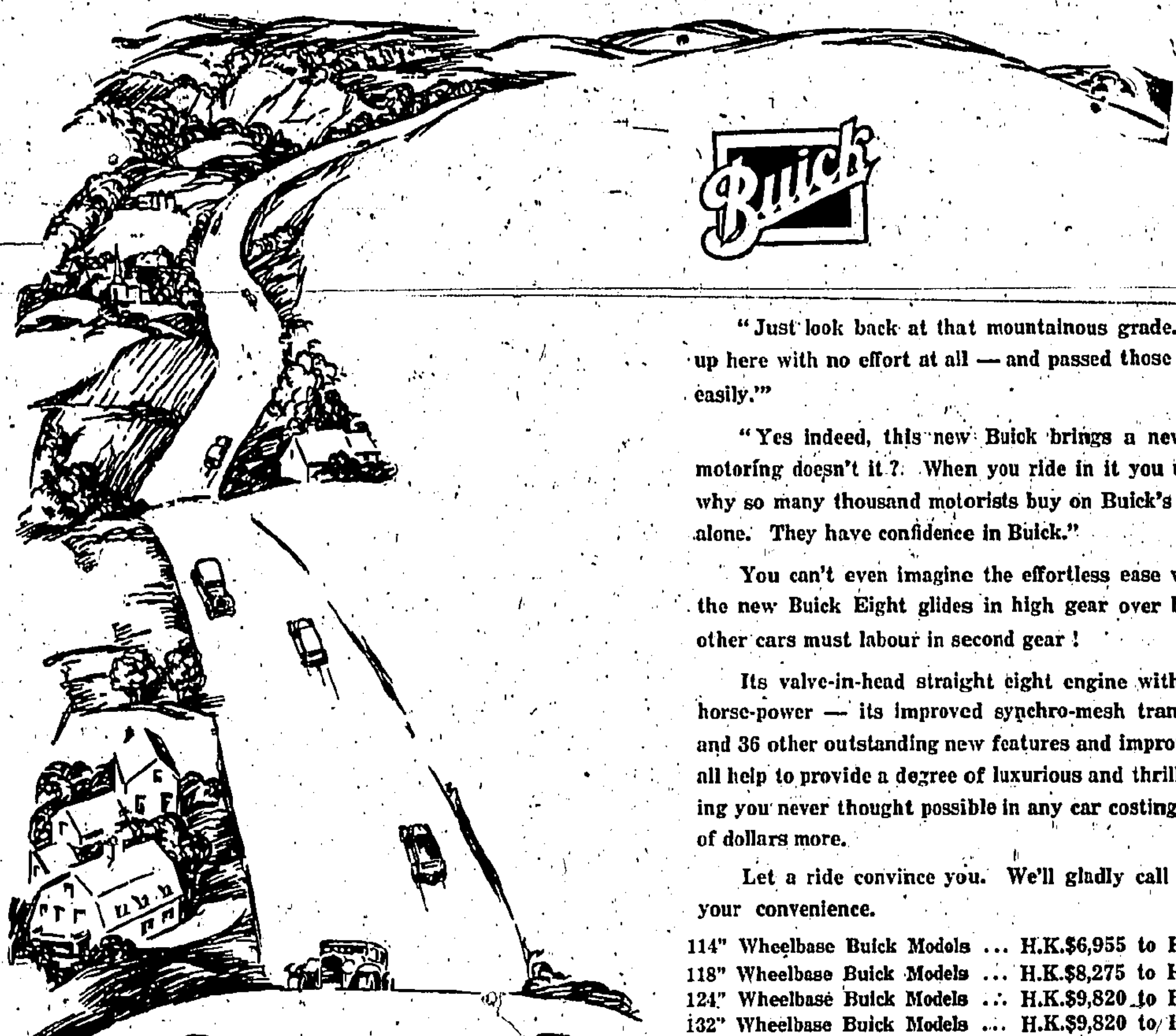
BLAZING A TRAIL.

Coloured Lights a Guide at Night.

One of the biggest motor clubs in Germany is planning to blaze trails for motorists throughout the whole of the country.

The idea is to place coloured signposts along the main roads. These would be lighted at night, so that motorists in the dark would not have to slow down to read the signposts, but could keep on at high speed, just following the lights. It is planned to have posts of nine colours, each colour denoting a definite destination. Thus all the red posts would lead to Berlin; all yellow posts to Hamburg; all white to Aachen.

The cost of the scheme has stood in the way up to now, but the big motor club has undertaken to raise the necessary funds. The plan is being discussed in official circles. Exchange.



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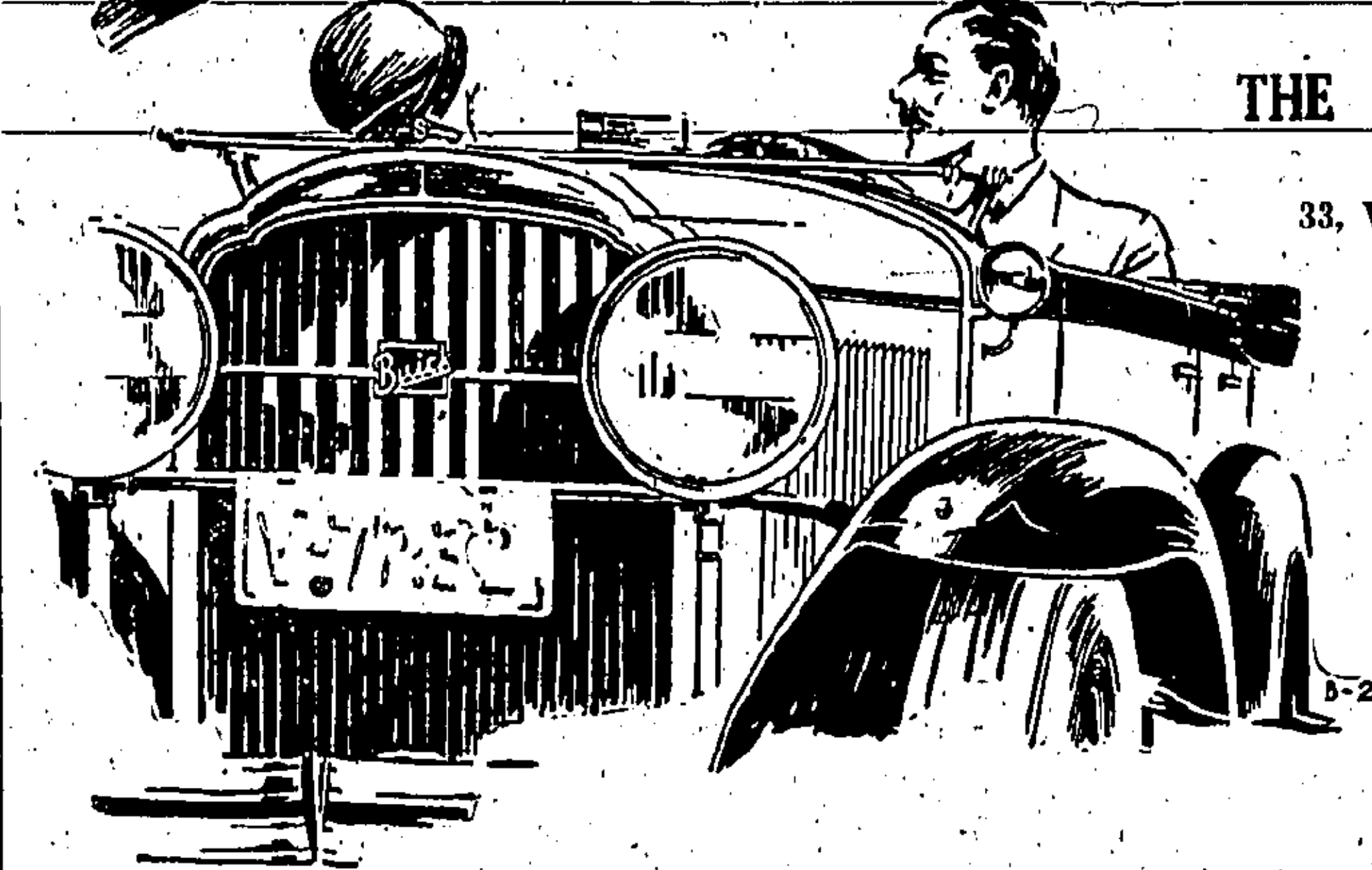
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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

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MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

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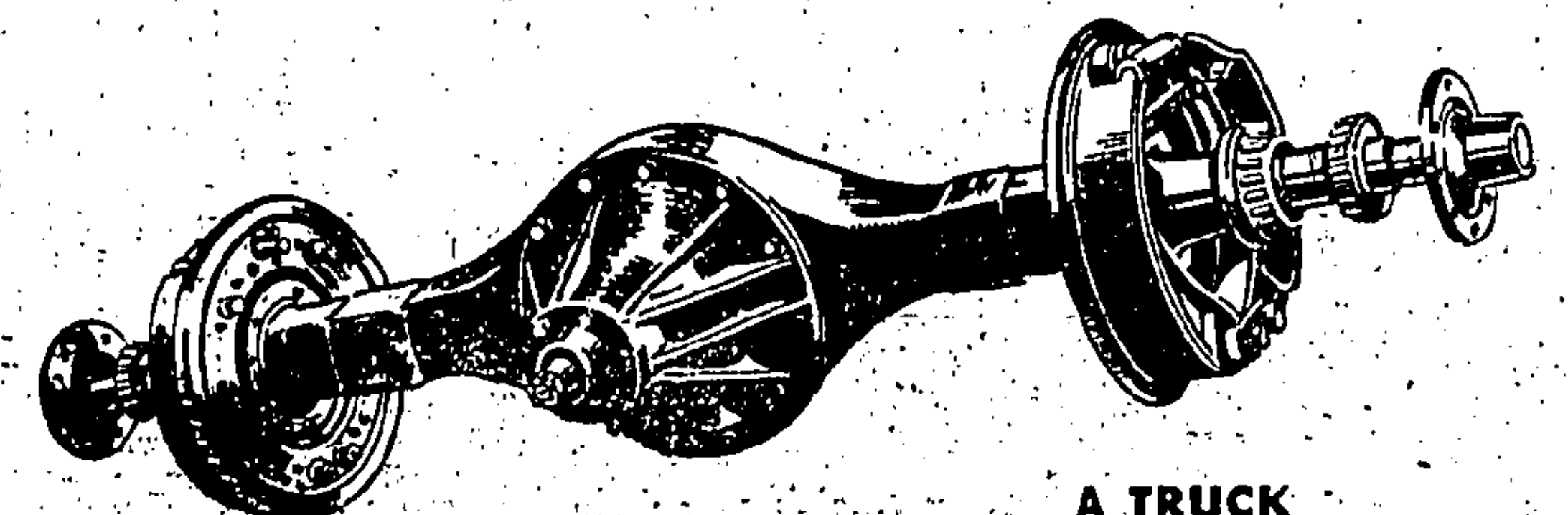
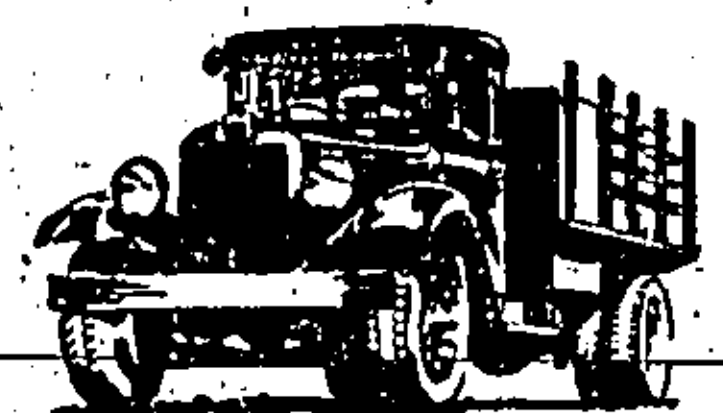
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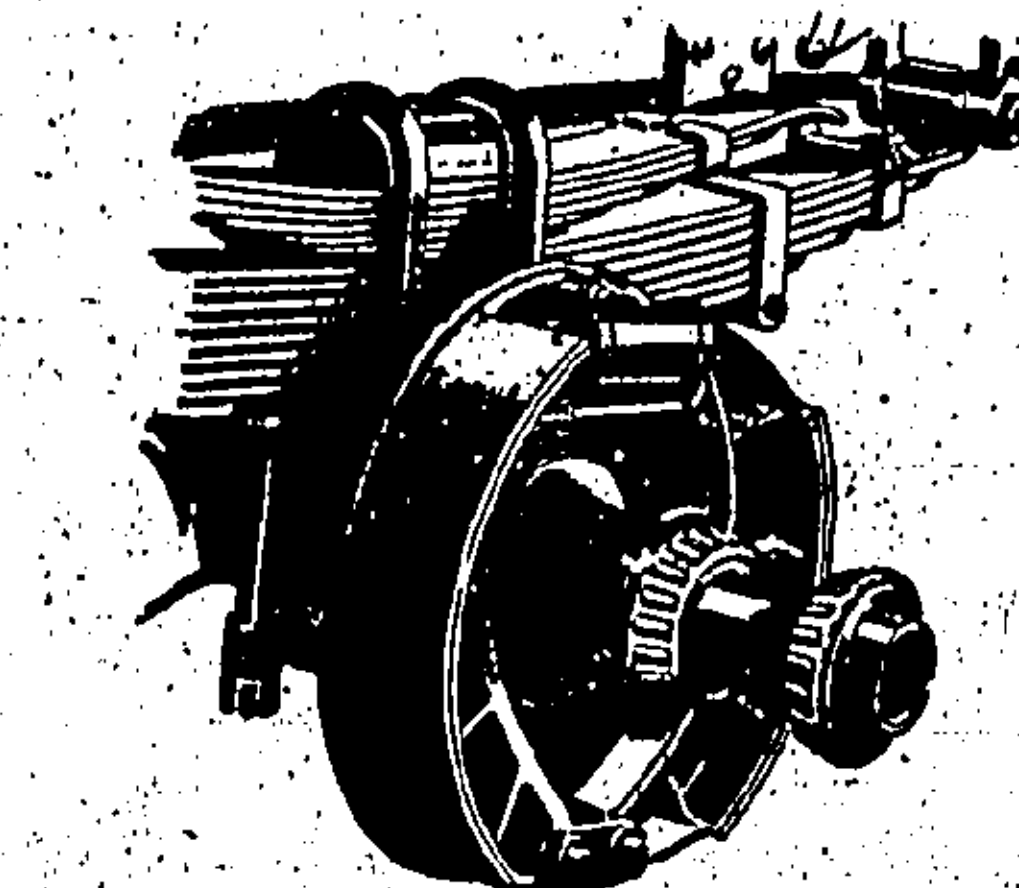
There are four standard models, 2 four-cylinder and 2 six-cylinder, with wheelbases from 109 inches to 136 inches. Payload capacities range from 1,200 to 3,850 lbs.

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LAST HOURS OF AN EPOCH.

How the Republic Was Born.

SPANISH REVOLUTION.

I was in Madrid when the results of the Municipal elections were becoming known, writes Major Ralph Glyn, M.P., in a Home paper. The general feeling was one of stupefaction; nobody expected so extraordinary a result. Everything was quiet, and perfect order was maintained until noon on Tuesday, when crowds of people began to parade the streets decorated with Republican and Socialist badges, and carrying flags.

The police warned shopkeepers to close their shutters and hourly the crowds grew larger, and the excitement worked up to fever pitch. By three o'clock Socialist orators at every street corner were haranguing the people, and lorries crowded with workmen, students and some soldiers, crying "Viva la Republica!" began to make their appearance.

Meantime the wildest rumours began to spread, but there was no sign from the Palace, and nobody knew what the next moment would bring forth. The feeling of tension and the extraordinary "herd instinct" produced an atmosphere of suspense and uncertainty, yet, on the whole, the temper of the crowd was good, and there were no collisions with the police or the Civil Guard, who, it appeared, had orders to take no action that might lead to strife.

Republican Flags.
Shortly after four o'clock in the Puerta del Sol I saw from the midst of the crowd the Republican banner displayed on the balcony of the Ministry of the Interior and the Republic was proclaimed. Immediately afterwards the General Post Office and other Government buildings ran up the Republican tricolour of yellow, red, and purple in horizontal bands. These flags were obviously all in readiness, for at once these colours were also displayed by the crowd on tramcars, taxis, and private motor-cars. It was at this time that the troops broke out of barracks and put up the red rosette.

Meanwhile, at the Palace the King, after consulting his Cabinet, sent for some of the Socialist leaders—Don Jose Sanchez Guerra, Miguel Villanueva, and Francisco Bergamin. They advised the King that, in view of the election results and the fact that the soldiers could not be relied on, it was imperative to recognise the Provisional Government. Then the news came from Barcelona that the Catalan Republic had been declared, and from other centres of Spain that the authorities had gone over to the Republicans.

It became clear that the situation was completely out of hand in Madrid, and that if civil war was to be avoided the King must leave the country.

Threat to the Palace.

The fact that His Majesty had gone was not known to the public until Wednesday morning. On Tuesday night hostile demonstrations took place in front of the Royal Palace, where posters of the most blood-thirsty kind were displayed. Towards 3 a.m. on Wednesday a deliberate attempt to storm the Palace was only frustrated by the action of some of the Republican leaders; the crowd also threw down all the statues commemorating past Sovereigns of Spain and destroyed the street labels which named thoroughfares after King Alfonso and his predecessors and in their place displayed the names of Republicans who had been executed.

As far as I could see, there was

no looting of shops or destruction of property, nor up to the time when I left Madrid had there been any loss of life.

Since 1521, with a short interval of the six years 1868-74, there has been a monarchy in Spain, and that monarchy has now—for a second time—disappeared in a few hours without a shot being fired. The people believe that under a new regime all their troubles will be ended, and that there will be a new era of prosperity in which each Spaniard will have a larger share.

Soviet Embassies.

Disillusionment will probably follow quickly. The Provisional Government's Proclamation that order must be maintained and that there should be no change in the normal mode of life, that property must be respected and that nothing will be sequestrated without compensation has already damped the ardour of the more extreme elements. I saw the Hammer and Sickle displayed on an increasing number of red flags, and meetings were being held in every quarter of the city by agitators openly professing the creed of the Bolsheviks.

It is certain that emissaries of the Russian Soviet have been busy and will be still more so and since the Provisional Government have released all political prisoners from the jails, there will be a sufficient wild element to make the professed policy of the present Republican Government incapable of fulfilment.

It was interesting to see a modern Revolution in progress. The wireless played a great part: revolutionary tunes like the "Marseillaise" were booming from countless loud speakers erected in many of the cafes, and in between pronouncements were made by leaders of the Revolution. Thus instantaneously the whole of Spain was knit together by this form of propaganda, and places far distant from the capital found themselves borne along on the tide of wild excitement.

A Youthful Movement.

A significant feature was the absence of older people from the streets, and the fusion of students, workmen and girls, shouting, yelling, dancing, marching and riding on crowded tramcars, motor-cars, lorries, taxis, and producing a hubbub and confusion that no normal civil power could control.

It took me a long time to drive to the railway station, which was besieged by a frantic crowd, tens of thousands strong, with red flags, model gallows, and insignia of skulls and crossbones. They were perfectly friendly and civil to us foreigners, and had gone there to meet Major Franco, the exiled leader of a recent military revolt.

The train in which I went to the frontier was joined at Escorial Station by the Queen, the Royal Family, and members of the Spanish Court. Somebody had put sand in the axle-boxes, and consequently the Royal saloon caught fire and the Royal party had to pass into the other part of the train.

Queen Ena's Courage.

Never have I seen greater courage or dignity than was displayed by that British Royal lady as the train proceeded to the frontier. Vast crowds thronged each station at which the train halted—crowds, quiet, orderly, but mostly sullen, and looking, I thought, somewhat ashamed of themselves. There were, of course, exceptions, as at Avilla where the crowd was enthusiastically shouting "Viva el Reina!" and also at Bourges and San Sebastian, at which latter place Her Majesty was given a rousing cheer.

It was but twenty-five years next month since Princess Ena became Queen of Spain, and the courage she

WILD NIGHT AT THE ALBERT HALL.

Pandemonium at Soviet Protest Meeting.

GALLERY ROW.

Hundreds of men and women struggling madly in the top gallery—the thud of blows—shouting—screaming—fireworks falling into the body of the hall.

Such was the scene at the Albert Hall a moment after Lord Brentford had risen to open the Trade Defence Union demonstration of protest against "brutalism" in Russian prison camps.

As the ex-Home Secretary left his chair, a crowd of men in the topmost tier of the hall, rose simultaneously, yelling "Long live the Soviet!"

Pandemonium broke out immediately. Hundreds of stewards—young men who had volunteered their services—seemed to spring from nowhere.

They bore down on the inter-rupers in a mass, and soon a series of fierce hand-to-hand fights was in progress.

Several of the inter-rupers were frog-marched downstairs and thrown into the street.

Lord Brentford waited until the first "attack" had subsided and then he uttered a warning. "I can assure all in the building that we have ample means of dealing with any persons who attempt to break up this meeting," he said. "We intend to carry it through."

Mr. Winston Churchill, who sat on the right of the chairman, was stern and thoughtful as he watched the bodies of struggling men away in the misty distance.

Lord Brentford attempted to resume his speech, but he had only uttered a few sentences when the uproar broke out afresh.

Some of the inter-rupers were women, and as they were bundled out they kicked and screamed. Clothing was torn off both inter-rupers and electors.

When Mr. Winston Churchill rose to speak someone called "Hear" and another man urged Mr. Churchill to "go back to the Dardanelles." Others called "Bravo Winston."

Two men and two women behind Mr. Churchill were carried from their seats. Mr. Churchill, stood silent while the hubbub continued, and then said smilingly, "Surely we have a right to protest. This is still our own country."

There was a roar of protest and other men and women had to be ejected. Mr. Churchill turned round, and speaking above the noise, as he pointed at the people being thrown out, said: "They are miserable hirelings, poor wretched people paid with roubles for making trouble; brought here and forced to do their bit or they do not get their cash. They get a bonus for being thrown out."

Free fights began again, and Mr. Churchill, with clenched fists, exclaimed: "Can't you see from this carefully staged demonstration that there is force, guile, violence and money behind the position?"

displayed when, on her first appearance in Madrid, she marvellously escaped unharmed from an anarchist bomb, greatly endeared her to the Spanish people. Whatever the future may hold for Don Alfonso and his Queen all the world knows that they are both of undaunted courage, who willingly gave all their time and labour for the benefit of the Spanish people and the safety of Spain.

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